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TAGLIAMENTO FREE OF ITALIANS, SAYS GERMAN TELEGRAM

Left Bank Cleared From Fella Valley Down To The Adriatic

DECIDING BATTLE

Forces Brigades Holding Out Either to Retire Or Surrender

REAR IS ISOLATED

Surprisingly Rapid March Cuts off Mass of Troops; Think River Flooded

(Reuter's Agency War Service)

London, November 2.—(By wireless).—A German official communique reports: "Our attacks on the eastern bank of the Tagliamento compelled the Italian brigades still holding out to retire or surrender. The left bank of the Tagliamento, from Fella Valley to the Adriatic, is free of the enemy."

Rome, November 2.—An official communique reports: "There have been reciprocal artillery actions on the Tagliamento front. Our machine-gun fire repulsed the enemy patrols which advanced to the bank of the river."

Pace at German March

London, November 2.—The latest haul of prisoners taken by the Germans in Italy apparently belonged to the 3rd Army, from Carso Plateau, whose rearguard is believed to have been cut off by a surprisingly rapid march by the Germans from the north, thus isolating masses of troops.

The enemy do not claim to have crossed the Tagliamento. Military experts are of opinion that this river is in flood, causing a disastrous congestion of men and material at the crossing places. This is a crucial question and it is still not clear whether General Cadorna has safely withdrawn the main body of his armies behind the river barrier.

Streams Impede Progress

The military expert of the Morning Post says that the country behind the Tagliamento has disadvantages as a site for a decisive battle, being intersected by parallel streams which impede supply and retreat and is exposed to turning movements based on Pontebba Pass and Ploecken Pass.

The Daily Mail correspondent at Italian headquarters states that the retreat of the 3rd Army was a grand-lose sight, marked by lines of fire and smoke. The Italian guns, which were being withdrawn, were unable to reply to the furious cannonade of the enemy, but the infantry repeatedly charged, saving the guns, and drove back the enemy five times into Vallone. The artillerymen were also splendid in dragging the heavy guns with ropes down the sides of the mountains and across the Isonzo.

Devilish Ingenuity

The first break-through of the Germans was the outcome of devilish ingenuity. While a terrible drum-fire with gas and tear-shells at Piezzo and Monte San Gabriele gave the impression of a universal bombardment, a certain sector was left unbombarded, a dense mist preventing the Italians noticing the gap in the ring of fire through which a German Army Corps passed, cutting off the defenders in the adjoining positions.

After two hours, the Germans suspended their fire and then renewed it at daybreak. Two hours later, masses of infantry poured through the gap. They were desperately opposed, especially at Globock Ridge and St. Lucia and the latter place, which is at the entrance to the pass leading to Italy, changed hands eight times.

Captures Change Balance

The military correspondent of The Times admits that losses such as those claimed by the Germans will entirely change the balance of power on the Italian front. He says that measures have been taken which

(Continued on Page 2)

Chemin-des-Dames Vacated By Germans During Night, 'Unnoticed and Undisturbed'

Invaders Extra Busy Behind Belgian Front; Rush Up Multitude of Pill-Boxes; Fierce Bombardment

(Reuter's Agency War Service)

London, November 2.—The German official communique wirelessed this evening reports: "Unnoticed and undisturbed, we withdrew last night our lines from the hilly front of Chemin-des-Dames."

Paris, November 2.—The official communique issued yesterday evening reported: There has been a somewhat violent artillery duel north of the Aisne, in the region of Maisons-de-Champagne and on the right of the Meuse, north of Bezonvaux.

The communique this afternoon reported: Three enemy aeroplanes were brought down and seven forced down damaged yesterday.

As a reprisal for the bombing of Dunkirk, seventeen of our aeroplanes dropped 2,500 kilograms of explosives on the town of Offenburg, in the Grand Duchy of Baden. Railway-stations, ammunition dumps and an aerodrome were also heavily bombed.

British Capture 9,125

London, November 2.—Field Marshal Sir Douglas Haig reported this evening: The hostile artillery has shown considerable activity, eastward and northward of Ypres. Our guns carried out concentrated bombardments of enemy positions in the battle-area.

Our captures in France in October totalled 9,125 prisoners, including 242 officers, also 15 guns, 431 machine-guns and 42 trench-mortars.

Taking advantage of the change in the weather on Wednesday, ours and the enemy's aeroplanes were in the air all day long. Visibility was not very good, which hindered artillery work, but many photographs were taken and much bombing carried out by our machines.

Roulers Heavily Bombed

Aeroplanes co-operated successfully in the raid made by our infantry, north-eastward of Loos, yesterday afternoon, firing several thousand rounds of machine-gun ammunition and bombing the enemy's troops in their communication trenches. Five tons of bombs were dropped on Roulers, causing fires and explosions and on many billets.

A further 2½ tons were dropped during the night on the aerodromes in the neighborhood of Courtral, the aerodrome at Gentrode and the railway-stations at Roulers, Thourout and Courtral. Two trains were attacked from a low height, one being derailed and the other completely destroyed.

The enemy's aircraft were more active and aggressive than usual in attacking our artillery and bombing machines. Seven enemy machines were brought down, while nine of ours are missing.

Raids Into Germany

Two of our squadrons, each consisting of six machines, made a successful raid into Germany today, on the munition-works at Kaiserlautein. Cloudy weather impeded accurate bomb-dropping. One group encountered some defending scouts and brought one down. All our machines returned.

Sir Douglas Haig reported this afternoon: We slightly improved our position southward and westward of Passchendaele and south-eastward of Poelcapelle, taking some prisoners. The Lincolnshires and Lancashires carried out successful raids, eastward of Vermelles and eastward of Shrewsbury Forest.

There is great activity on the part of the hostile artillery, eastward of Ypres.

Fresh German Activity

A Belgian official communique reports: "A very violent artillery struggle is proceeding, especially before Dixmude. We obtained several direct hits on enemy batteries and works."

It is stated from Belgian official sources that the Germans are very active behind the front in Belgium. They have brought up a great number of new pill-boxes, made of thick cast-iron and each capable of holding four men. The number of civilians compelled to work near the front is steadily increasing.

VON HERTLING CHANGES HIS MIND S[illegible] AGAIN

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Now He Will Be [illegible]he S. M. R. Pledged To Reform[illegible] Tuesday [illegible]erich Resigns [illegible]xpress. [illegible]quipp[illegible]tor on [illegible]and

(Reuter's Agency W[illegible]

Amsterdam, November [illegible]

Hertling was received in aud[illegible] yesterday afternoon, when, it is believed in Berlin, his appointment as Imperial Chancellor was finally decided. It is reported that Dr. von Helfferich, the Vice-Chancellor and von Waldow, the Food Dictator, have resigned.

Admiral von Capelle, the Minister of Marine, will remain in office.

The Vossische Zeitung says that Count Hertling has accepted the demands of the Reichstag majority to carry out Prussian electoral reform, abolish or mitigate the political censorship and state of siege and conduct a foreign policy on the basis of the German reply to the Pope's peace note.

London, November 2.—Berlin now officially confirms the resignation of Dr. Michaelis and the appointment of Count Hertling as Imperial Chancellor.

Bulgarian Ministry Gets A Close Call

Confidence Vote Is Passed By 121 To 110; Food Problem Is The Trouble

(Reuter's Agency War Service)

Amsterdam, November 2.—The Bulgarian Government had a vote of confidence passed by a narrow majority in the Sobranje yesterday, receiving 121 votes against 110 for the Opposition, which was dis-satisfied with a statement made by the Premier on the food question.

VENIZELOS IN ROME

(Reuter's Agency War Service)

Rome, November 2.—M. Venizelos has arrived here.

British and U.S. Envoys Visit Finance Minister

Japanese Arms Alliance Reported As Subject Of Lengthy Interviews With Liang

[illegible]chiao [illegible]chang [illegible]chin[illegible] John Jordan, the British [illegible]ter, and Dr. Paul S. Reinsch, the American Minister, called on Liang Chi-chiao, Minister of Finance, Friday and held lengthy interviews. It is reported the proposed Arms Alliance with Japan was the subject of the interviews.

EXPECTING THE A.B.C. COUNTRIES TO UNITE

Brazilian Minister In London Sure Argentine And Chile Will Enter War

(Reuter's Agency War Service)

London, November 1.—The Brazilian Minister, lecturing at King's College, today, paid a tribute to Br.tishers in Brazil, saying that the name was synonymous with reliability, sound workmansh p, good faith and straightforwardness. Brazil had entered the war at a somewhat critical moment. "I am confident that Chile and the Argentine will join us."

REACTION IN SILVER

(Reuter's Agency War Service)

London, November 1.—Samuel Montagu's weekly silver report says that the rise of 3d. per ounce on October 30 was a record movement for one day. The immediate cause of the rise was the scarcity of supplies on a firm market and the absence of any supplies held as a speculation. The strength of Shanghai exchange, owing to native influences, assisted indirectly. A reaction has now set in and the market is sagging.

British Wreck German Trawlers in Running Fight

British destroyers recently engaged in a running battle with German armed trawlers, four of which were chased into Danish territorial waters. Two of these were on fire and two ran ashore. The photograph shows two of the wrecked trawlers driven ashore on the Danish coast. Almost a hundred men were landed from the vessels, many of them badly wounded.

Big Things Probable As Consequence Of Beersheba's Capture

Forestalls German Designs; Was Turks' Main Base For Egypt Invasion

(Reuter's Agency War Service)

London, November 2.—An official despatch from Egypt reports: "We hold a position northward of Beersheba. We have carried out a raid on another portion of the front, in which we killed a large number of the enemy."

Beersheba is a severe loss to the Turks. It was their main base for their attempts to invade Egypt through Sinai and its capture ends the position of stale-mate in front of Gaza and forestals German designs in Palestine and Mesopotamia. Important developments shortly are probable.

DURBAN FLOODS SUBSIDE

Reuter's Service

Durban, November 1.—The River Umgeni has subsided considerably, revealing countless small Indian houses in ruins. The police are still recovering bodies. The resumption of a partial railway service is being attempted.

Considerable damage is reported from other parts of Natal. Communications have been interrupted, bridges swept away and large quantities of stock drowned.

AMERICA WILL STAKE ALL, STATES DR. PAGE

On English-Speaking Peoples Depends The Future Safety Of The World

(Reuter's Agency War Service)

London, November 2.—On the occasion of being presented with the freedom of Edinburgh, today, the American Ambassador, Dr. Page, said that America would stake all to the end, to the last man and the last dollar. They were faced with the fact, and might as well recognise it, that upon the English-speaking peoples depended hereafter the safety of the world.

Australians Clamor For Conscript Army

(Reuter's Agency War Service)

Melbourne, Nov. 2.—Committees are being formed at hundreds of centers to organise public meetings in favor of conscription. Mr. Cook, the Minister of Defence, states that the Federal Government is watching the military situation with very grave attention.

Spain Doesn't Want Maura For Premier

Abandons Cabinet-Making As No Party Would Give Him Its Support

(Reuter's Agency War Service)

Madrid, November 1.—The announcement that Senor Maura was making a Cabinet aroused a storm among the Republicans and Radicals, whose newspapers declared that the country was confronted with a German-Maurist plot and forecasted a general strike as a protest. Yesterday afternoon, Senor Maura abandoned the task of forming a Cabinet, as he had failed to secure the support of any Party.

Tuan Believed Near End; More Provinces to Break

Kiangsu, Hupeh and Kiangsi Expected to Declare Their Independence of Peking

The Tuan Chi-jui government is on the edge of collapse. That in a word is the political situation as it exists today. The smash may not come for three or four weeks, it may come to-morrow; but that is the logical conclusion of the forces that are at work now and have been for the past fortnight.

The key to the situation is in Nanking. Tuan's doom will be pronounced from there. It will be in the form of Tuchun Li Shun's declaration of Kiangsu Province's independence from the Peking government. That will be the signal for similar action by Kiangsi and Hupeh—and that will mean the surrounding of Hunan, and the end of Tuan.

Every report that has come from Nanking in the last fortnight has foreshadowed the break of Kiangsu. Ten days ago the Tuchuns of Kiangsu, Hupeh and Kiangsi joined in a telegram demanding "the reorganisation of the Cabinet." And last Monday a telegram was sent from Nanking protesting against the conclusion of the Japanese Arms Alliance and again demanding changes in the Cabinet. And Friday night word came from an official source that Li Shun was ready to break. This afternoon an important meeting will be held in Nanking. The decision may be reached then, though not executed for a few days.

The one fact that is to be borne in mind is this, that the figure behind all the events of the last two months has been that of Feng Kuo-chang. The downfall of Tuan means the supremacy of Feng, and every event since Feng went up to Peking has been a stage in the development of the struggle between those two. For it must be remembered that Li Shun is an out-and-out Feng Kuo-chang man, that Chen Kwang-yuan, Tuchun of Kiangsi, is also, and Wang Chuan-yuan is at least a Feng sympathiser.

And not only is it not to be believed that they would have taken the attitude they have in the last two weeks without Feng's consent and approval, but it is fairly obvious that their various telegrams have been deliberate steps leading up to the final break. And the timing of these moves in connection with the increasing seriousness of the Southern situation has also been not without calculation.

The combination of these factors—the admission of the Hunan authorities that they cannot cope with the Southern troops, the open opposition of Kiangsu, Hupeh and Kiangsi and the outbreak in Kirin—leaves the situation hopeless for Tuan. It ranks two-thirds of the country against him, not only the entire South but the strategic central belt. It would give the Feng men logical basis for demanding Tuan's retirement, which is what they have wanted.

Whatever may be said of Feng on the score of his trimming tactics, his record since he took up the Presidency has proved him a consummate politician—and Tuan a superlatively clumsy one. From the very beginning Tuan has been out-guessed and out-maneuvered. The original division of the spoils, when Feng and Tuan entered Peking on the ruins of the Chang Hsun monarchy, foreshadowed Tuan's defeat. Feng got his own man in Kiangsu province, and in Hupeh and Kiangsi, three provinces whose control was necessary if the South was to be defeated. Tuan got Ni Shih-chung in Hsuchowfu, a nonentity without any real power, and Fu Liang-tso, a certain challenge to the South who obviously was antagonistic to his own province. And Tuan's obstinate refusal to remove Fu, even when Fu's removal would have largely undermined the Canton government's support, has been entirely in character, so far as Tuan is concerned.

It has been pointed out in these columns before that there were quarters in Peking in which too complete a defeat for the South was not wanted. And it must be remembered that in every challenge Tuan has issued to the South it has been made clear that Feng was yielding to it unwillingly. It was he who held up the mandates convening the National Council, it was he who opposed the despatch of troops against the South. And under the guise of leaving the administration entirely in the hands of the Premier in accordance with the constitution, he has kept his hands clean of the Japanese entanglements, particularly the Arms Alliance.

It is the latter deal that has been Tuan's most serious blunder. Whether he is directly responsible or not, he will be held to blame. It has raised a whirlwind of protest throughout the country. It is depriving him of the foreign support that he undeniably had, it is putting a powerful weapon in the hands of his enemies.

One man whose movements bear watching is Liang Shih-yi. His statement that he is making his present trip to Japan to recuperate in health might go, thin as that pretext has been worn by Chinese politicians, if it were not that there is a movement on foot to have him pardoned and summoned to Peking. That may be Tuan's last resort to save himself. The "God of Wealth" has been in exile but not in oblivion; he has only been quiescent. His power has not diminished and it has been used in support of Tuan. Whether it still is behind Tuan depends on how much Liang fears the activities of his one-time lieutenant, Tsao Ju-lin. It is said that Tsao's ambition is to usurp Liang's position and that may be the reason for Liang's desire to get to Peking as much as Tuan's predicament.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru Nov. 5
Per N.Y.K. s.s. Kasuga M. Nov. 7
Per R.V.F. s.s. Penza ....Nov. 9
Per N.Y.K. s.s. Y'shiro M. Nov. 10
Per N.Y.K. s.s. Chikugo M. Nov. 13
For U.S., Canada and Europe:—
Via Vancouver ..... Nov. 10
Per P.M. s.s. Venezuela ....Nov. 10
Per C.M. s.s. China .....Nov. 19
For Europe:—
Per N.Y.K. s.s. Hirano M. Nov. 6
Per N.Y.K. s.s. Kaga M. Nov. 21

State Tea Monopoly For Russia Planned

(Reuter's Agency War Service)

Petrograd, November 1.—The Minister of Finance has prepared a Bill to establish a State monopoly of tea, which is expected to yield a revenue of Rbs. 400,000,000 a year.

BALLORI MURDERED

(Reuter's Agency War Service)

Rome, November 1.—The alleged murderer of Signor Ballori, who was shot, yesterday, at the Masonic headquarters, has been arrested.

RUSSIA WORN OUT; CAN'T STAND WAR, SAYS M. KERENSKY

'It is her Right to Ask Her Other Allies To Shoulder Burden'

NOT GOING TO QUIT

Is Lansing's Assurance To Prevent Misinterpretation of Message

MAXIMALIST RIOT

Feared for Today; Believe Government Can Cope With Outbreak

(Reuter's Agency War Service)

New York, November 2.—A telegram from Petrograd states that the Russian Premier, M. Kerensky, told the Associated Press correspondent that Russia is worn out and it is her right now to ask her other allies to shoulder the burden of the war.

Washington, November 2.—Secretary of State Lansing has authorised a statement that, neither on a basis of the Government's official advices, nor on M. Kerensky's cabled statement, could it be said that Russia was about to quit the war and the United States Government deplores any interpretations to that effect. The faith of the United States in Russia has just received fresh expression in the authorisation of a further loan of G.$31,000,000 for her immediate use.

Maximalists Aggressive

Petrograd, November 2.—A recrudescence of armed Maximalist demonstrations is feared on the 4th, with the object of seizing supreme power. Indications exist that the movement will only be supported by Extremists and that the Government will succeed in coping with any outbreak.

In the Preliminary Parliament, during a debate on foreign policy, M. Miliukoff criticised the circumstances whereby M. Skobeleff's instructions with regard to peace proposals to the Paris Conference would be antagonistic to Russia's official foreign policy and, therefore, it was hardly surprising that the Allies do not understand why M. Skobeleff should meet them. The spirit of the instructions was anti-Russian.

At the conclusion of the speech, the whole of the Right Party and part of the Left, standing up, gave an ovation to the representatives of the Allies sitting in the diplomatic gallery.

Hongkong Collects £15,000 on Our Day

(Reuter's Agency War Service)

Hongkong, November 3.—£15,000 has been remitted to London as the result of "Our Day."

63,000 Australians Draw War Pensions

(Reuter's Agency War Service)

Melbourne, November 2.—There are now 63,000 persons drawing war-pensions in the Commonwealth, with a total of £2,140,000 a year.

Expect Record Sugar Crop for Australia

(Reuter's Agency War Service)

Brisbane, November 2.—This season's sugar crop will probably be a record one and it is expected that there will be a surplus of 100,000 tons.

The Weather

Still cloudy weather, but improving. Moderate northerly breezes. The maximum temperature recorded yesterday was 64.2 and the minimum 54.8, the figures for the corresponding day last year being respectively 66.0 and 57.6.

Smiles from the Mixed Court

It was one of those quiet little games. The gentle reader probably knows the sort. Possibly the gentle reader has stood of an evening on the Bund and heard one going on over on Shanse Road, or thereabouts. This one must have been worse than usual. A Police Constable heard it.

He reported the matter and a flying squad swooped down on the place, which was on Foochow Road. They burst in from all available directions and found a holy calm pervading the premises and not a soul in sight. There were, however, a number of tables in the main room, from which the search party scooped up a bushel or so of dice and dominoes and about $70 in unattached silver coin. The party then went into skirmish formation and prodded about a bit. Under one table they found six large sized gentlemen trying to look as though they belonged there. A couple more impersonating permanent fixtures in a small closet were dragged forth, protesting against this shattering of innocent dreams. Altogether thirty injured looking parties were rounded up and lugged off to the Station, where they were bailed at $5 each.

In the morning Yuin Choo-ling explained how it had all happened. He was a tailor, he stated, and the house was his. Hard luck had recently come upon him in large bunches. Only the day before he had spoiled some clothes and was forced to cough up $12. He was feeling pretty low in his mind when his friend Ah Sung happened along and suggested a means of recouping the deficits. "Why don't you hold a big gamble?" Ah asked. Yuin shrugged his shoulders and relapsed into gloom and further questions failed to rouse him.

The Court was the big winner on the game, as the rest of the thirty failed to show up and so forfeited their bail. All Yuin got out of it was three months.

Sense of Location—Bad

While the sleight-of-hand artist behind the exchange shop grillwork was transforming a Mexican dollar into $1.13 for Mrs. Dzung Tsen-sze, Di Vaung-san drew near and watched the operation with much interest. As soon as Mrs. Dzung had finished applying the various tests to the metal Di stepped up and offered an unopened package which he had picked up in a byway in exchange for the currency. Mrs. Dzung appraised the package in one brief glance and walked away. Di followed her. At a point on Haining Road which he deemed safe he seized her and sought to put through the transaction by force. It so happened that the spot Di selected for his robbery was right up against the Mixed Court premises and when Mrs. Dzung turned on the vocal apparatus a husky Sikh policeman came sailing around the corner and fell on her assailant with beautiful effect. Di only had to walk a little way to get his nine months' sentence.

Too Many Rescuers

Mr. Neubourg of the Markt garage was motoring along the Avenue Edward VII a couple of evenings ago when he heard an uproar and saw three men evidently staging a little highway robbery at the expense of a fourth. He dashed to the rescue and caught hold of Tshe Sian-keu, who had a grip on the victim's arm. In the Mixed Court Tshe proclaimed with fervor that he was in no way involved in the dastardly business. He had heard a man shout "Robbers!" and had gone to the rescue, the same as Mr. Neubourg. He became incoherent, however, in trying to explain his clutch on the victim's wing. In consideration of which he received 18 months.

Yang Ah-ling, the rescued one, appeared to state that one of the men who escaped had taken away his hat, valued at $2.50.

CANTON SETTLEMENT AWAITS LU'S ARRIVAL

Chen Ping-kun Won't Hand Over Office Until He Gets There

Li Yao-han, the new Kwangtung Tuchun, returned to Canton Wednesday following the promise of Tuchun Chen Ping-kun to hand over his office, according to Chinese reports. However, Chen will resign under the condition that he is to be succeeded by General Mo Yung-hsin and will not march the Kwangsi troops back to their province until Inspector-General Lu Yung-ting arrives at the Kwangtung capital.

Li, on the other hand, desires to disband part of the Kwangsi men, retain another portion of them and send the remainder to Kwangsi. He admitted in a telegram to Peking that if Tuchun Chen incites any opposition against him, he will not be able to resist.

While the Yunnan Tuchun, Tang Chi-yao, is planning to lead his troops personally in the invasion of Szechuen, President Feng still hinges his hope for peace in Szechuen on Tang. In an urgent message Friday, the Chief Executive requested Tang to order his Yunnan commanders to withdraw their troops from their neighboring province.

The Cabinet meeting Friday decided to dismiss Tan Hao-min, Tuchun of Kwangsi, for his activities in assisting the Hunan independent forces. He is to be succeeded by Lung Chi-kwang, the Hainan commander. President Feng, however, telegraphed to General Lu Yung-ting for a settlement and refused to seal the Mandate.

The Cabinet has promulgated seven regulations pertaining to the rewards for officers and soldiers who are successful in the suppression of rebels. The commanding officers of troops who succeed in putting down a revolt consisting of 600 or more rebels will be given hereditary titles and honors, while the victorious soldiers will be given rewards varying from $40,000 to $60,000.

The Cabinet meeting Friday decided to grant the request of the foreign powers to allow the Tientsin flood victims to be sent to Europe as laborers.

The government has ordered the arrest of Chiang Ping-ling, former chief secretary of Dr. Sun Yat-sen, Nu Yung-kien, Lung Cho and other revolutionary leaders.

Chang Hsun has moved his abode from the Dutch barracks to the Dutch Legation.

Governors Promise Peace

Reuter's Pacific Service to The China Press

Canton, November 2.—General Chen Ping-kun and General Li Yao-han, the Civil Governor, have issued a joint proclamation that they will be responsible for the preservation of peace and order in the province, as there has always been since their co-operation in the government of Canton during the last few months. The Canton authorities refuse to concede all the demands made by General Mo Ching-yu, although they are willing to yield certain points for the sake of peace.

General Chen Ping-kun is still functioning as Military Governor and the question of a change in the military command will be decided by Inspector-General Lu Yung-ting, who is expected to arrive at Wuchow today.

Canton is peaceful. General Li Yao-han, the Civil Governor, has no intention to oust General Chen Ping-kun and has declared that he did not request the Central Government to appoint him Military as well as Civil Governor.

Gen. Tang to Szechuen

Peking, November 2.—A telegram from Yunnan states that General Tang Chi-yao will leave for Szechuen on the 4th, to direct in person the operations against Chungking. Inspector-General Lu Yung-ting left Nanning, on the 30th, for Canton.

An unconfirmed report states that Tan Hao-min, the Military Governor of Kwangsi, has left for Hunan with his troops and, before his departure, circulated a telegram accusing Tuan Chi-jui of being the cause of the internal disturbances in the country.

Fantastics Tonight at the Victoria

Miss Elsie Black

Tonight, by special arrangement, Mr. Shipman's vaudeville company known as the Fantastics will appear at the Victoria Theater. The detailed program for this performance appears in our advertising columns.

On Monday the company will return to the Lyceum Theater, and an entirely new program is promised. Every act on the bill will be a new one, and as has been the case with each of the entertainments given by this clever aggregation of artists, novelty will be the keynote.

One of the most popular members of the company is Miss Elsie Black, the dainty little flautist and piccolo-player. Like her sister (Miss Nellie Black) this young musician is a capable orchestral conductor and pianist, and she is also able to play half-a-dozen other instruments.

Re-inforcements to Hunan

Special Correspondence to the China Press

Nanchang, Kiangsi, October 29.—Troops are being moved from Nanchang up the Kan River and thence overland by way of Pinghsing to Hunnan to assist in the suppression of the southern forces. Wheelbarrows are being impressed into the service for transport, so that there is a great scarcity of such means of conveyance for local needs.

There seems to be no anticipation of trouble in this province, as there are no indications that the southern Provinces have in mind to send an expedition through Kiangsi.

War prices are becoming more and more a problem in this locality. Coal is produced in considerable quantities in this province and has usually been provided for local needs at about $8 a ton for the best grade of bituminous coal. Due to the shipping of large quantities to Hankow and other river ports the price has advanced during the last few months to $12 a ton. The local butcher shops are now visited daily by agents of local operators and the pork fat is largely bought by these men, who manufacture lard for shipment to down-river ports and supposedly for final shipment to Europe. Cities in the interior also report similar operations, with the result that the price of pork fat has increased greatly.

Obituary

Miss I. S. Brander

Miss I. S. Brander, 24 years old, who lived at No. 10 Quinsan Gardens, died suddenly at the General Hospital last Thursday at 12.30 p.m. following an operation for appendicitis. The funeral was held yesterday morning at 9.30 at Bubbling Well Cemetery, a number of mourning friends attending.

Tagliamento Free Of Italian Troops

(Continued from Page 1)

should almost immediately acquaint the War Cabinet with the exact situation of General Cadorna's armies and, upon this evidence, grave decisions must be taken, without delay, for they involve supplying re-inforcements equal to the number of men captured.

Calmness is Urged

Milan, November 1.—The Socialist Municipal Council has issued a stirring appeal to the population to be calm and to show the enemy that they are mistaken in their calculation that they can disunite and discourage the Italian people.

Paris, November 2.—The newspapers describe the wave of patriotism which is sweeping over Italy. Internal dissensions have disappeared as if by magic. Le Journal states that the Germans have already lost the battle politically, while, militarily, they have only won the first stage.

News Brevities

At a convocation of the Keystone Royal Arch Chapter, the following officers were appointed for the ensuing year:—Comp. C. S. Lobingier, H. P.; Comp. G. Wood, King: Comp. W. C. Woodfield, Scribe: Comp. S. A. Derby, Sec.; Comp. A. H. Aiers, Treas.: Comp. J. Kavanaugh, C. of the H.; Comp. W. Whiting, P. S.; Comp. Lindquist, R. A. C.: Comp. W. Merriott, 3rd G. M. of V.: Comp. White, 2nd G. M. of V.: Comp. J. M. Darrah, 1st G. M. of V.: Comp. J. R. Hykes, Chaplain: Comp. C. J. Head, Organist: Comp. H. Schultz, Sentinel.

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"Beautiful, juicy and red," or "Golden, hard and juicy" is the appetising description applied to the big shipment of Canadian apples, imported direct from Peachland and Summerland, just received by Messrs. Boyes, Bassett and Co.

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Eleven Chinese, including four ex-soldiers and an ex-policeman, arrested in a house in Frenchtown Friday were charged in the Mixed Court yesterday as being members of an organised gang of robbers. The case was remanded two weeks at the request of the police. It is thought that this gang may know something of the shooting of Sergt. "Con" Hamilton.

• • •

Two coolies, charged with breaking into a dwelling at 180 Woosung Road and later attempting to break out of Hongkew Police Station, received sentences of five years each and expulsion yesterday.

• • •

An announcement appears in today's issue by the Markt Garage that it has changed its name to the Hudford Garage.

• • •

Mrs. Lewis Thomas sends from San Francisco the announcement of the marriage of her daughter Fanny Mae to Mr. Fritz Ehrenfeldt, formerly of Shanghai, in San Francisco on September 9.

• • •

Mr. K. D. Stewart left yesterday for Japan.

At The Theaters

The advent of a Russian Cabaret Concert trio is announced by the Apollo Theater for tomorrow night. The party consists of Mdlle. Davidova, operatic soprano, Mdlle. Svtech, Russian dancer and M. Khmarin, impersonator and parodist. They are to present a varied program which has scored successfully in other cities. Two new episodes of the "Mystery of the Double Cross," new Gazettes and new comedies are also on the bill. Mdlle. Marie Louise Sterlicg, Parisian dancer, remains the headliner tonight, giving four operatic and antique dances. There are also the films.

A complete program change will be effected by the Fantastics tomorrow night at the Lyceum Theater, when the company begins its last week's engagement at that playhouse. These popular artists will appear for tonight only at the Victoria Theater.

The Collier Girls with their clever song and dance program are tonight's feature at the Olympic, supported by the highly successful five-reel picture "The Lost Bridegroom," with John Barrymore, stage favorite, in the comedy title role.

On Thursday at the Olympic the two fine Russian concert artists, Mirovitch and Piastro and the celebrated Dutch singer, Maria Last, will give a farewell concert that promises to fill the theater. Mr. Harry Ore will assist Miss Last at the piano. The booking for this all-star occasion is now open at Moutrie's.

The "Mignons," Spanish entertainers, who have made friends with the Victoria crowds, are giving their farewell performances today. There is, in addition, a funny Chaplin film and another picture of the laugh producing variety.

Shanghai will have its first glimpse of the local cinematograph stars in action on next Saturday at the Olympic Theater, and again on Nov. 14, when performances will be given for the benefit of the British Women's Work Association and the French War Charities. Booking is at Moutrie's.

Miss Victoria Alexime, trapeze specialist, does her blindfold "Jump of Death" at the Isis Theater at today's matinee and evening shows. Mariani and Company are appearing in two comedies and there is a strong picture bill.

An eight-part war film, showing naval and military features on the various fronts, is the drawing card this afternoon and evening at the Town Cinema Theater. The program changes tomorrow.

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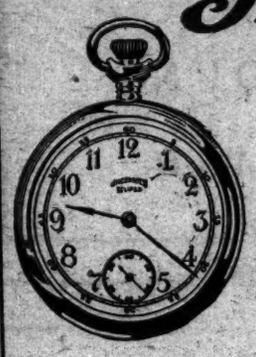

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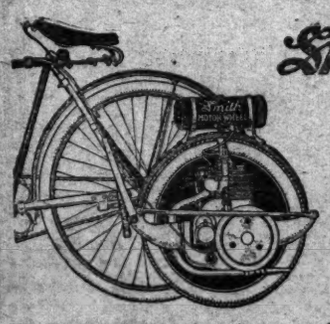

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No Signs of Short War, Says British Navy Minister, But Confidence Unabated

Germans Building U-Boats Faster; Maximum not Yet Attained; Test of Determination

(Reuter's Agency War Service)

London, November 1.—In the House of Commons, Sir Eric Geddes, First Lord of the Admiralty, continued:—The net reduction of tonnage in the last four months is today thirty per cent less than was estimated early in July. The toal net reduction since the beginning of the war, from all causes, in British ships over 1,600 tons, is under 2,500,000 tons gross, or fourteen per cent, notwithstanding the diversion of labor and material from mercantile shipbuilding.

"The resources of the country can again be devoted to building up our mercantile marine, since the submarine menace at present is doing less damage."

After summarising the progress made in combating submarinism, Sir Eric Geddes referred to the fact that the Germans are building submarines faster than hitherto and they have not yet attained their maximum strength. "Submarine warfare, therefore, is becoming a test of determination, grit and ingenuity between the two contending forces." He added that submarine warfare at the present time is going well for Britain and one is justified in regarding the future with courage and confidence.

Germans Lose Half Ships

He recalled that the German mercantile marine, before the war, totalled 5,000,000 tons. Today, nearly half of the German mercantile marine has been sunk, or is in the hands of the Entente.

The First Lord reminded the public that they have to consider the situation of the Alliance as well as of themselves. He strongly impressed that the greatest economy of food and all imports is necessary, in order that they may be enabled to supply coal and other needs to Italy and France.

They must lay plans for a long war, for he saw no signs of it being a short one. They must also be ready to provide shipping for maintaining and transporting the huge army which America is preparing.

With regard to merchant ship construction, Sir Eric Geddes said, notwithstanding Britain's huge production of munitions and the reduction to a minimum of their man-power, in 1917 they would have produced naval and mercantile tonnage practically equal to the best year ever recorded in their history and in 1918 it will certainly be very much greater.

The output of merchant shipbuilding is now being expedited. The responsibility for the program of the naval and mercantile marine was under the control of the Admiralty, in order to avoid clashing between vital interests of each.

Four New British Yards

Sir Eric Geddes detailed elaborate plans for grappling with shipbuilding problems in the most effective manner. He said that it had been decided that at least four new national yards are necessary, in order to make use of the material and labor which had been collected.

The output of merchant tonnage during the first nine months of 1917 was 123 per cent higher than in the corresponding period last year and was very considerably higher than the output in 1915. The standard vessels now ordered represented 1,000,000 gross tons of shipping.

Over half of these were already being constructed and the remainder would be taken in hand as soon as the vessels now on the stocks are launched. A limited number of standard vessels had been completed and put in commission, but the whole of the yards suitable for the building of standard ships could not yet entirely be devoted to that purpose, because the stocks are already occupied by other craft.

The program of warship construction now in hand was infinitely larger than any ever undertaken in the history of this country before this war. The output of naval craft during the last 12 months was three or four times as great as the average annual output for a few years preceding the war.

Explains Convoy Disaster

"With regard to the criticism passed on the Admiralty on two recent occasions, I believe that criticism was based upon and caused by incomplete information. Taking the first—the Scandinavian convoy.

"On October 16, the destroyers Strongbow and Mary Rose, with three small armed vessels, only one of which was fitted with wireless, escorted a convoy of 12 ships, bound for the Shetlands, from Norway. During the night, the one smaller armed vessel which was fitted with wireless dropped back to screen one ship in the convoy which had to stop, owing to its cargo shifting.

"The convoy was then accompanied by the Strongbow and the Mary Rose, both of which carried wireless, as well as two other small craft which did not have wireless. About six o'clock in the morning of the 17th, as day was breaking, the Strongbow sighted two ships to southward, which were closing fast.

"Visibility was about two miles. The Strongbow challenged these ships, received an unsatisfactory answer and immediately ordered: 'Action stations.' The enemy's first shot wrecked her wireless room and did other damage and, despite the great gallantry with which she was fought by the Captain, officers and crew, she was sunk.

"The Mary Rose was immediately attacked by the two German ships and blown up by a shot in the magazine. The enemy vessels, which were of a very fast cruiser class, then attacked the convoy, sinking nine of them.

"Owing to the fact that the escorting vessel which was fitted with wireless had been detached to screen the ship whose cargo had shifted and owing to the Mary Rose being sunk immediately and the Strongbow's wireless put out of action by the first shot, no message reached the Admiral commanding at the Orkneys, the Commander-in-Chief of the Grand Fleet, or the Admiralty, that the convoy had been attacked, until the surviving ships arrived at Berwick. The Admiralty did not receive information until 7 o'clock in the evening.

Reasons for Inaction

"With regard to the raiders not being intercepted, I would ask the House to recollect a few facts. The area of the North Sea is 140,000 square nautical miles. Secondly, we have a coast subject to attack by raiders of 566 miles in length, from Cape Wrath to Dover. Thirdly, the area of vision for a light cruiser squadron with attendant destroyers at night-time is well under five square miles; five square miles in 140,000.

"It is not desirable to state how many light cruiser squadrons in our possession could possibly be in the North Sea at one time, but it is practically impossible, with the light forces at the disposal of the navy, even if they were all devoted to this purpose, entirely to prevent sporadic raids of this kind, either upon our coasts or on isolated convoys like this. A watching fleet must invariably be at an enormous disadvantage with regard to the disposal of its forces, as compared with a fleet which lies behind its land defences and plays a game of tip-and-run.

"By the concatenation of circumstances described, no wireless of the raid was received from the escort or convoy and, between dawn and dark, while the daylight hours passed, the navy got no wireless of the attack. Having regard to the disposition of our forces on October 17, we are entitled to say that, if we had received a wireless message—and with three vessels suitably fitted it is reasonable to expect we should have received that information—the British navy would have asked no better chance than they then had to intercept the raiders on their return journey. In this case, the opportunity was denied us.

First Case of Kind

"The Scandinavian convoy system was started in April, 1917 and more than 4,500 vessels have been convoyed. This is the first occasion upon which a single ship has been lost by an attack by surface vessels on the Scandinavian convoy. This convoy is mentioned particularly, but our other convoys are continually passing up and down and across the North Sea and our losses with them have been proportionately less.

"Enemy cruisers made the passage during the night and, owing to the circumstances mentioned, were not molested during the daytime and slipped back again during the night. The arrangements for escorting this convoy are in the hands of the Commander-in-Chief of the Grand Fleet and, with the forces at his disposal and having regard to the other duties and operations which have to be undertaken at the time, he makes the best disposition possible.

"In this case, after the fullest consultation, we are satisfied that the best dispositions possible were made by him and, much as we regret the loss of the brave lives and valuable shipping which the neutrals composing the convoy suffered, we write it down as one of the legitimate risks of war, where the enemy has scored and sunk 8,000 tons gross, but that is insignificant compared to the loss of brave lives.

Tribute to Gallant Men

"I cannot leave this subject without paying a tribute, which I am sure the House would wish me to pay, to the gallantry and devotion to duty of His Majesty's vessels escorting the convoy. The conduct of the officers and men upheld in the fullest sense the highest traditions of our navy.

"They immediately attacked, against superior forces. The Mary Rose was blown up almost immediately and the Strongbow fought until her guns and engines were put out of action and Commander Edward Brooke, who, I regret to say, lost an eye and a leg, after the ship was helpless and fearing it might fall into the hands of the enemy, ordered the engineer-officers to stand by to flood the ship, in order that she might be sunk instead of captured.

"After the Strongbow was helpless, the enemy ships returned and swept her decks with the fire of their small guns. The armed trawler Elise most gallantly came up to the Strongbow, to assist in rescuing the crew, but was driven off by the enemy, who returned twice and swept the upper deck of the Strongbow with gunfire. By this time, she was badly afire and eventually sunk at 9.05 a.m.

"This is the summary of what happened aboard the Strongbow, but it is sufficient to show, if it were necessary to show, that history repeats itself at the present day and the gallantry of the Royal Navy is not diminished. The officers and crew of the Strongbow upheld the proudest traditions of His Majesty's service.

"With regard to the Mary Rose, we are dependent on information from Norway, but we learn that she was attacked at short range and blown up almost immediately by a shot in her magazine."

Why Baltic Not Tackled

Replying to criticisms which have been made concerning the navy not sending a fleet into the Baltic to assist the Russians, the First Lord of the Admiralty said that the matter was best dealt with by a study of the German naval operations in the Gulf of Riga, because the measures which would be necessary for the British entering the Baltic would obviously be somewhat similar to those adopted by the Germans in entering the Gulf of Riga.

The Germans assembled a considerable proportion of their High Seas Fleet, with a large force of attendant cruisers, destroyers, submarines, minesweepers and escort vessels, together with a large force of troops in transports, at some point within reach of the Gulf of Riga. The Germans then seized the islands of Oesel, Dago and Moon. It should be remembered, in connection with these operations, that the southern side of the Gulf of Riga, Courland, was in German occupation all the time.

Conditions at the entrance to the Baltic are somewhat similar to those of the Gulf of Riga, but the islands commanding the entrance to the Baltic belong to a neutral Power, Denmark and it would be madness for a British fleet to pass into the Baltic with the certainty that the Germans would occupy and fortify these islands in their rear. The German objective was clearly first to command the Gulf of Riga, in order to gain facilities for an attack on Reval and an advance on Petrograd and also to be in a position to command the entrance to the Gulf of Finland.

Doubt if Would Find Germans

Britain's main objective would be the destruction of the German fleet participating in these operations, but, if they did pass into the Baltic, would they find the German fleet there on their arrival? It must be remembered that the operation of passing through would occupy considerable time, as there were very extensive minefields to be cleared and the leading vessels of a fleet debouching from the Great Belt, which was the only possible passage, in a necessarily deep formation on a very narrow front, would find the whole German fleet deployed and concentrating its fire on them. No responsible naval officer supported such an enterprise.

Sir Eric Geddes also emphasised the length of the line of communications to be maintained with the fleet when in the Baltic and also that, as every supply-ship must pass within thirty miles of Kiel, only a small proportion would get through, unless strong forces were detached to protect them.

"Our fleet, if it entered the Baltic, would soon wither to impotence. With its vital communications cut, Russia could not supply it with fuel, ammunition and stores."

Sir Eric Geddes then dealt with the complaint that the Admiralty was contenting itself with concentration on a defensive role, instead of adopting bold offensive measures. He pointed out that it is always difficult to count on an unwilling enemy to come out into the open to fight a stronger naval power.

"The role of the British navy today is both offensive and defensive. We defend our trade-routes. The decrease in losses owing to submarinism has been brought about partly by offensive measures against submarines, which are yielding increasing results and largely by defensive measures causing a great strain upon the light forces of the navy, but giving at the present time considerable success.

Loss is 5 per Thousand

"In September, ninety per cent of the total number of vessels sailing on all the Atlantic trade-routes were convoyed and, since the convoy system was started, the total loss has been five per thousand."

The First Lord acknowledged the valuable assistance rendered by the American navy, which is gradually extending. While the German fleet, he said, is sheltering behind powerful land defences, the British fleet kept the sea without relying on any shore defences, but solely on its own strength. During a recent month, the British fleet steamed a million ship-miles in home waters.

Referring to the activities of the navy further afield, Sir Eric Geddes mentioned that, during a recent month, the British blockading squadrons performed in the North Atlantic and Arctic Oceans the almost incredible feat of intercepting and examining every single merchantman trading with neutral countries.

The displacement tonnage of the navy in 1914 was 2,400,000 tons. Today, it is seventy-one per cent greater. At the outbreak of the war, there were eighteen vessels employed on mine-sweeping and auxiliary patrols. Today, the number is 3,366.

The personnel of the fleet, before the war was 146,000. Today, it is 390,000 officers and men. This includes the Royal Naval Air Service, which has increased from 700 officers and men to 41,000.

Praises Air-Services

Sir Eric Geddes paid a tribute to the air-services, which, he remarked, are the terror of submarines. He said that, during one month, the aircraft patrol round the British coast alone exceeded five times the distance round the earth. The members of the air-service dropped 85 tons of explosives in the course of 64 raids during September behind the enemy's lines in France.

He mentioned, with emphasis, the bravery of the mine-sweepers, not only in laying mines during the night-time, but in sweeping enemy minefields to enable British submarines to pass through. He strongly deprecated unfair criticism of distinguished naval officers.

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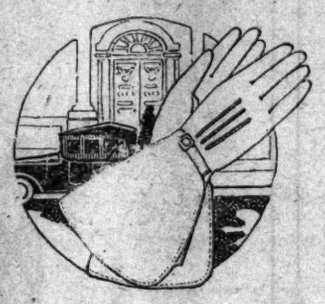

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CHINA MEDICAL BOARD STARTS INITIAL WORK

Repo t To Rockefeller Foundation Tells Of Opening School In Peking

New York, October 6.—The China Medical Board of the Rockefeller Foundation in its annual report to the foundation describes the preliminary steps which have been taken in Chinece cities to make possible the great project undertaken by the foundation, which is that of promoting "the gradual and orderly development of a comprehensive and efficient system of medicine in China."

The main plan of the board is to establish at Peking and Shanghai medical schools which shall be of the same grade and character as the better medical schools of this country, but the creation of these institutions has been delayed because of the failure of Chinese schools to turn out students with sufficient grounding in science and general education to prepare them for courses in medicine. The first step at Peking has been to open a premedical school in order to supply the groundwork of education in which the graduates of Chinese schools and colleges are now lacking. The board granted $150,000 to the Tsinafu Union Medical College, which has been co-operating in furnishing the preliminary training to Chinese students.

Before the medical school is built by the China Medical Board, its work there will be carried on by the school and laboratories owned by the Chinese Red Cross Society. This plant was operated by the Harvard Medical School of China until July of 1916, when the Rockefeller board took it over.

While preparing for the founding of the two great schools, the Rockefeller board has been giving assistance to various missionary societies co-operating in the plan for teaching modern medicine in China. During 1916 grants of money were made to the following missionary organisations: The American Baptist Foreign Mission Society, (North,) the Foreign Mission Board of the Southern Baptist Convention, the American Board of Commissioners for Foreign Mission, the Board of Foreign Mission of the Methodist Episcopal Church, (North,) the Board of Missions of the Methodist Episcopal Church, (South,) the Board of Foreign Missions of the Presbyterian Church of the United States of America, the Foreign Christian Mission Society, the London Missionary Society, the Church of Scotland Foreign Mission Committee, the Canton Christian College for the Canton Hospital, the Nanking Union Hospital, and the Huchow Union Hospital.

WAR'S END TO COME AS QUICK AS IT STARTED

Muscle And Brawn, Not Gold, To Win The Great Conflict, Says Expert

By Damon Runyon

New York, October 1.—"I cannot praise too highly the patience and tact shown by Colonel Kuhn in dealing with the Germans."

James W. Gerard, former United States Ambassador, says this in his famous story, "My Four Years in Germany," which is now running in the New York American.

He is referring to the now Major-General Joseph E. Kuhn, then colonel, a military attache to the American Embassy in Germany. He had gone to Germany as one of six military observers, all, of course, American Army officers.

General Kuhn is now commandant of Camp Meade, down in Maryland.

'Peace Will Come Quickly.'

He is quoted in despatches from there as saying:

"Germany is at the end of her physical resources and peace will come as quickly as the great war started."

Gen. Kuhn scouted the prevailing notion that money is the sinew of war. He is quoted as saying:

"A pile of gold covering the area of this camp and piled as high as you might make it would not whip Germany, and neither would it be possible to choke a single German with a ten dollar note. The American people are all wrong in their idea that it takes money to make war, and that this war will be won by America's gold.

"It is not gold, but muscle, brawn and resources commandeered by the nation making the war that decides the issue.

"Germany has no more gold, but she has a system by which she commandeers the labor of all ages, and none is wasted. She takes her people and sends some to the farms, some to the mines, some to the munition factories and others to all of the other establishments necessary to maintain the kingdom and the military establishment. What is left goes into the army. To make war gold is inconsequential."

'Gold Cannot Win War.'

Gen. Kuhn called attention to the fact that Great Britain and our other allies in the loans from us did not want gold.

He explained that they did not want a single ounce of it, but they did want to borrow out labor and our resources and they will pay us back in gold because mankind has found this to be a means of easy exchange for the necessities of life and war.

General Kuhn explained that the belligerent nations of Europe have about 15 per cent of their population in the military service. They can call upon no more, he said. Thus the balance of power is with the allies through America.

He called attention to the fact that 15 per cent of our population would be 15,000,000 soldiers. He said that Germany is in a position to furnish 600,000 fresh troops each year from those who reach the military age.

"If her losses are no greater than this," he said, "she can go on with the war as long as her natural resources last and so long as the people will permit it."

He confirmed the reports of shortage of food in Germany and expressed amazement that they had held out as long as they have. He was asked if he thought it probable that the people would arise and rebel against the Government and the war.

"What will a man do when he gets hungry?" was his reply. He explained, however, that the German people still love their Kaiser and still believe in Hohenzollernism, its teachings and principles.

Children Put To Work

General Kuhn was asked to what extent Germany commandeered its man power to prevent waste of labor, and he explained that children of all ages are used in the ordinary walks of life to relieve men. Besides, women, and even the old folks, too, who are not too weak or ill, are made to work. He said that there was no ill-spent labor. He said:

"Each person has an allowance of two pairs of shoes, and when the time comes for him to get a new pair he has to return the old pair. There is no useless travel, no Atlantic City week ends, and when a man wants to go from one point to another on a train he must explain why he wants to go.

"There are no gay white ways, no electric signs advertising cigarettes or women's corsets, as this causes a waste of labor in shipping the coal to make the necessary electricity, extra labor at the plant where the electricity is made and extra work in every conceivable way."

"And you think that peace will come as quickly as the war started?" he was asked.

"Why not?" he replied.

Insulated By Germans

To return to Mr. Gerard and his story. As Mr. Gerard relates, he had succeeded in getting Germany to agree to the visit of Kuhn and the other observers. When they arrived he presented them at the Foreign Office, and they were taken on trips to the east and west fronts. Mr. Gerard says:

"They were not allowed to see much, and their request to be attached to a particular unit was refused. Nearly everywhere they were subject to insulting remarks of treatment because of the shipment of munitions of war to the allies from America and finally after they had been subjected to deliberate insults at the hands of several German generals, Mackensen particularly distinguishing himself, the United States Government withdrew them from Germany."

Kuhn remained, however, as attache, succeeding Major Langhorne —"Lord George," they call him in the Army—and it was Kuhn's work as Langhorne's successor that brings the high encomiums from Mr. Gerard. Says the former Ambassador:

"Speaking German fluently and acting with great tact, he managed for a long time to keep sufficiently in the good graces of the Germans to be allowed to see something of the operations on the various fronts.

"Then came a period in 1916 when he was no longer invited to go on the various excursions made by the foreign military attaches, and finally Major Nicolai, the general intelligence officer of the great General Headquarters, sent for him early in the autumn of 1916 and informed him that he could not longer go to any of the fronts.

"Colonel Kuhn answered that he was aware of this already. Major Nicholai said that he gave him this information by direct order of General Ludendorff, that General Ludendorff had stated that he did not believe America could do more damage to Germany than she had done if the two countries were actually at war, and that he considered America and Germany virtually were already engaged in hostilities.

"On this being reported to Washington, Colonel Kuhn was naturally recalled."

And then, after paying him the tribute recorded at the opening of this story, Mr. Gerard says this:

"Although accused in the German papers of being a spy, and otherwise attacked, he (General Kuhn) kept his temper, and observed all that he could for the benefit of his own country. As he had the opportunity to observe the Russo-Japanese war, his experiences at that time, coupled with his experiences in Germany, make him perhaps our greatest American expert in modern war."

All of which is very high praise, indeed, but army officers who have "soldiered" with General Kuhn say that it is well deserved. After he came back from Germany he was made a brigadier-general and detailed as president of the War College.

In that capacity he received the confidential reports from the American observers at the various fronts. It is the War College which is supposed to keep our officers, and through them our armies, educated up to all the various phases or warfare, as well as to devise new ways and means of combating the enemy.

As president of the War Office, General Kuhn had to do a lot of the heavy work in planning the mobilisation and equipment of the huge army which is being raised by America.

Made A Major-General

A few months ago General Kuhn was made a major-general and is now in command of the Seventy-ninth Division of the National Army at Camp Meade.

He is a young man, as army generals go. He is fifty-three years of age. The cry is for young men at the head of the army. Furthermore, President Wilson is known to have a warm appreciation of the work of General Kuhn while he was in Germany.

A general is not regarded as old in the army until he has passed sixty. General Pershing is fifty-seven and is called young.

Like Pershing, Genearl Kuhn is a son of the Middle west. He comes from "Bleeding Kansas," which gave the spectacular "Fighting Fred" Funston to the army back in '98.

Unlike Pershing, and unlike the majority of other army officers, General Kuhn's actual field service seems to have been quite limited. That is to say service with troops in the field. This may or may not be a disadvantage. An old line army officer remarked of the Plattsburg men who are holding commands in the National Army:

"One good thing about 'em—they've got nothing to unlearn."

Personally, Kuhn is one of the new army type—polished, urbane and in close touch with the civil as well as the military affairs of the world and of the nation. He makes a good speech. He was the chief speaker at the annual dinner of the alumni of West Point at the Hotel Astor after he came back from Germany.

He declared in that speech that the German people were on the verge of starvation. He said he believed Germany was prepared to entertain terms of peace, and to go a long way to get them.

"Her case is that of the man who has caught a wildcat by the tail," said General Kuhn. "He needs no help to hold on, but would like some to let go."

Preached Preparedness

In speaking of the United States, the General said:

"Unless this great nation of free men wakes up and safeguards it's priceless heritage of liberty and free institutions it must sooner ar later pay the penalty of the self-assurance which still confides in the million men who will spring from the earth between sunrise and sunset armed with a squirrel rifle and a Ford automobile.

"There is but one solution of the problem—universal military training—but the solution rests in the hands of the American people."

TRY TRY TRY

OUR AMERICAN CAKES

made by our American Baker

"Nothing like them in Shanghai!"

Besides, they are cheaper!

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11 Nanking Road.

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USE LIFEBUOY FOR HEALTH'S SAKE

Give LIFEBUOY SOAP a trial today for your health's sake.

LIFEBUOY SOAP has been proved to be a powerful disinfectant and exterminator of germs and microbes of disease.

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Complete Change of Programme Tomorrow Night at the LYCEUM THEATRE

THE FANTASTICS

PLEASE DON'T CONFUSE OUR STYLE OF PERFORMANCE WITH THAT GIVEN BY COSTUME CONCERT PARTIES. PIERROTS. ETC.

LAST SIX NIGHTS

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Final Six Performances this week at the LYCEUM THEATRE

WHAT WE ARE!

Distinctly different from any other company.

The kind of a show you will see in a London or New York Vaudeville theatre.

All Star Artists in their lines.

Each artist doing his turn or speciality in his own stage setting, with special music by fine Orchestra.

We give a regular metropolitan performance. To do so, we carry our own Musical Conductor and four Special Orchestral players [We engage local players to assist them] We also carry our own Electrician and Special Stage Settings.

To sum up, we have brought you the best there is in Vaudeville.

Prices: $3, $2, $1: Plans at Moutrie's

VICTORIA THEATRE

Tonight's Programme

BERT WILES
The Ragtime Xylophonist

ALF. REDHEAD WILSON
Athletic Humorist

IVY ALDOUS
"Whistling Jim" (Song and Dance)

LEONARD NELSON
"I followed her here"
"Mr. Booze"

BILLIE SEATON
"Out of a City of six million people"
"Suzanne," "She's Waiting for you to love her all the time"
"They always pick on me"
"Mississippi"

INTERVAL.

NELLIE BLACK AND FERN FRENCH
Songs: "Love's own Kiss," "Until"
Duets: "Somewhere a voice is calling," "Rose of my Heart"

HILDA FELSTEAD
"Oh! the Waltz," "I was only Knitting," "Old Chap" and "New Versions of an Old Rhyme"

FRED KEELEY AND IVY ALDOUS—
in Songs and Eccentric Dance
Fred Keeley in his "Inebriate Dance"

ELSIE BLACK—
The Gypsy Flautist

LEONARD NELSON—
"In these Hard Times"
"Honeymoon waiting for me"
"Every Girl is Doing her Bit."

Whiteaway, Laidlaw & Co., Ltd., Shanghai

THE COLD SNAP HAS COME — GET YOUR "JASON" ALL WOOL UNDERWEAR NOW

No Matter in What part of China You Reside

We have a quality "Jason" that will just suit you. Heavy weight, thick, warm, rich woolly garment for the biting cold, and a medium thickness for these districts where the cold is not so intense; and you can have the garment in knee length or ankle length. With every garment goes the "JASON" guarantee. **"They Will Not Shrink**

"Jason"
ALL WOOL UNSHRINKABLE
UNDERWEAR
It is a difficult task to describe the exceptional qualities of "Jason" Underwear.
Still more difficult for you to realise its superiority by merely reading about it. The only true way to test "Jason" is to wear it. Then you will readily appreciate its many good qualities.
"Jason" costs no more than the ordinary underwear, so that when next buying insist on "Jason" and make a personal test. Afterwards you will wear "Jason" from preference.
"Jason" Underwear in all styles for Men, Ladies, and Children. "Jason" made Jerseys for children are splendid wear. Of Drapers, Hosiers, Ladies' and Men's Outfitters, everywhere.
In case of difficulty, write
Cu10 Jason Hosiery Co., Leicester.

This Season's Delivery of Wool Underwear

Came to hand very early this year just after our bitter cold winter of 1916-17. Prices were easier then than today and we confidently state that any of these garments today would cost at best 25% to 40% more owing to the huge increase in wool prices this past summer. **"Buying Now is Economy"**

COMBINATIONS
NATURAL

No. 7102. HIGH NECK, SHORT SLEEVES.
Knee Length "Medium Weight."

Small,	Medium,	Large and	Extra Large
$6.75,	7.00,	7.50 and	8.00

No. 7102. HIGH NECK, SHORT SLEEVES.
Ankle Length. "Medium Weight."

Small,	Medium,	Large and	Extra Large
$6.95,	7.00,	7.50 and	8.00

No. 7102. HIGH NECK, LONG SLEEVES.
Knee Length. "Medium Weight."

Small,	Medium,	Large and	Extra Large
$6 75,	7.00,	7.25 and	8.00

No. 7102. HIGH NECK, LONG SLEEVES.
Ankle Length. "Medium Weight."

Small,	Medium,	Large and	Extra Large
$7.00,	7.25,	7.50 and	7.75

COMBINATIONS
NATURAL

No. 8831. HIGH NECK, LONG SLEEVES.
Knee Length. "Heavy Weight."

Sizes	Small,	Medium and	Large.
Prices	$7.00,	7.25 and	7 75

Extra heavy weight, specially indented for the extremest cold p rts of hins. All pure wool.
No. 1749. HIGH NECK, LONG SLEEVES.
Ankle Length

Small	Medium	Large and	Extra Large
$7.75,	8.25,	8.75 and	9.50

No. 1749. HIGH NECK, LONG SLEEVES.
Knee Length. "Heavy W ight."

Sizes	mall,	Medium a d	Large
Prices	$7.75,	8.00 and	8.50

WHITE
No. 7102. HIGH NECK, SHORT SLEEVES.
Knee Length. "Medium Weight."

Small,	Medium,	Large and	Extra Large
$6.75,	7.00,	7.50 and	8.00

VESTS
"Jason" Pure Wool Vests. The right all wool garment for the cold winter
"PURE WOOL"
White Wool Vests

HIGH NECK, SHORT SLEEVES.

Sizes	mall,	Medium and	Large
Prices	$3.50,	3.75 and	4.00

HIGH NECK, LONG SLEEVES.

Sizes	Small,	Medium and	Large
Prices	$4.00,	4.25 and	4.50

The "Nufashoned" Fabric
BOOT AND SHOE LACES

Are now in much demand. We hold a complete stock in our Boot Department. Ask to see them when you call.

VESTS
"Jason" all Wool Vests. Warm and cosy for the cold winter months.
"UNSHRINKABLE"
Natural Wool Vests

HIGH NECK, SHORT SLEEVES.

Sizes	Small,	Medium,	Large and Extra Large
Prices	$3.50,	3.75,	4.00 and 5.00

HIGH NECK, LONG SLEEVES.

Sizes	Small,	Medium,	Large and Extra Large
Prices	$4.00,	4.25,	4.50 and 5.00

"JASON" underwear FOR MEN

"JASON"
NATURAL WOOL VESTS

No. 8631. Medium weight, with long sleeves. Will not shrink.

24 ins.	Price	$4.50
26 ,,	,,	4.75
28 ,,	,,	5.00
30 ,,	,,	5.25
32 ,,	,,	5.50
34 ,,	,,	5.75
36 ,,	,,	6.00
38 ,,	,,	6.25
40 ,,	,,	6 50
42 ,,	,,	6.75
44 ,,	,,	7.00
46 ,,	,,	7.50

"JASON"
NATURAL WOOL PANTS

No. 8631. Medium weight, very soft finish Extra spliced seats; length to ankle.

24 ins.	$5.00	36 ins.	$6.25
26 ,,	5.25	38 ,,	6.50
28 ,,	5.25	40 ,,	6.75
30 ,,	5.50	42 ,,	7.00
32 ,,	5.75	44 ,,	7.25
34 ,,	6.00	46 ,,	7.50

"JASON"
NATURAL WOOL VESTS

No. 939 Light weight, half sleeves, delightfully smooth finish.

32	34	36	38
$3.75,	4.00,	4.25,	4.50,

40 44 44 ins.
4.50, 4.75 and 5.00

"JASON" COMBINATIONS
FOR THS KIDDIES

The same fine pure natural wool unshrinkable garments that we advertise for ladies. We hold complete stocks of every size and have taken special care in giving **Chest measure and length from Knee to Shoulder,** in order that outport customers shall be able to order with as little trouble as possible.

High Neck, Short Sleeves. These come to the knee.

No. 7102.

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	30	32ins.
Knee	22	24	26	28	30	32	34	36 ins.

$3.50, 3.75, 4.00, 4.25, 4.50, 4.75, 5.00, 5.25

High Neck, Long Sleeves. These come to the knee.

Sizes	1	2	3	4	5	6	7	8
hest	20	22	24	26	28	30	30	32 ins.
Knee	22	24	26	28	30	32	34	36 ins.

$3.75, 4.00, 4.25 4.50, 4.75, 5.00, 5.25, 5 50

High Neck, Long Sleeves. These reach to the ankles.

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	30	32 ins.
Ankle	28	30	32	35	38	40	43	47 ins.

$4.00, 4.25, 4.50, 4.75, 5.00, 5.25, 5.50, 5.75

"JASON" VESTS
FOR THE KIDDI ES

"Jason" Vests have all that soft, rich cosy, warmth so desirable for Kiddies, in the cold days. We specially suggest these warm woolly vests for school wear.

High Neck, Long Sleeves

Sizes	2	3	4	6	7	8
Chest	22	24	26	30	30	32 ins.

2.20, 2.40, 2.60, 2.80, 3.00, 3.20

High Neck, Short Sleeves

Sizes	1	2	3	4	5	6	7
Chest	20	22	24	26	28	30	30 ins.

$2.00, 2.20, 2.40, 2.60, 2.80, 3.00, 3.20

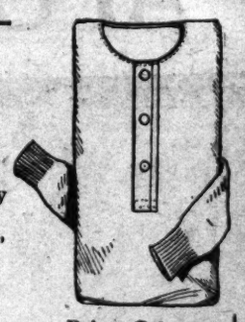
"JASON" SLEEPING SUITS

The perfect garment for youngsters who suffer from the cold. Keeps them lovely and cosy.

Sizes	1	2	3	4	5	6
Chest	20	22	24	26	28	30 ins.
Foot	36	38	40	42	44	46 ins.
Prices	$5.50,	6.00,	6 50,	7.00,	7.50,	8.00 each

"JASON" underwear FOR MEN

"JASON"
WHITE WOOL VESTS



No. 6954. Heavy Weight, long sleeves, soft finish.

30 ins.	Price	$4.50
32 ,,	,,	4.75
34 ,,	,,	5.00
36 ,,	,,	5.25
38 ,,	,,	5.50
40 ,,	,,	5.75
42 ,,	,,	6.00
44 ,,	,,	6.25
46 ,,	,,	6.50

"JASON"
WHITE WOOL PANTS

No. 6954 Heavy weight, strong made, length to ankle.

30 ins,	Price	$4.75
32 ,,	,,	5.00
34 ,,	,,	5.25
36 ,,	,,	5.50
38 ,,	,,	5.75
40 ,,	,,	6.00
42 ,,	,,	6.25

"JASON"
PURE WOOL KNICKER DRAWER

No. 939. A very comfortable garment, shaped well, and spliced seats. Light weight, length to knee.

30	32	34
$3.75,	4.00,	4.25,
36	38	40
4.50,	4.75,	5.00,
42	44	46
5.25,	5.50,	5.75,

"Jason" Underwear for Man

"Jason" Vests

No. 1670. Medium weight, long sleeves, unshrinkable and quite smooth against the skin.

30	32	34
$3.00,	3.00,	3.25
36	38	40
3.50,	3 75,	4 00

"Jason" Pants

No. 1670 Medium weight, full length specially soft finish.

30	32	34
$3.00,	3.25,	3.50
36		38
3.75	and	4.00

"JASON"
NATURAL WOOL UNION SUITS

Medium weight, long legs and long sleeves. Made from soft, pure wool and are non-irritating.

No. 1670				No. 8631			
30	$6.00	38	$7.00	30	$7.50	38	$10.00
32	6.25	40	7.25	32	7.75	40	10.50
34	6.50	42	7.50	34	9.00	42	10.75
36	6.75	44	7.75	36	9.50		

All "Jason" marked "Revised Prices". Make a note to come in tomorrow and get you stock Now.

The Store for Your Wool Underwear

Whiteaway, Laidlaw & Co., Ltd., Shanghai

The S ore for Your Wool Underwear

FRENCH WHIP U. S. ARMY INTO SHAPE

Raw Troops Have Been Made Into Soldiers Of Superb Quality In Two Months

GIVEN RIGID DRILLS

Instructors Are Picked Men Of Picked Corps, The Chasseurs d'Alpin

By Herbert Corey

American Field Headquarters (by mail), October 1.—Through the village the road runs white and straight as a scoured knife. Its surface of crushed pebbles is hard and smooth. On either side the old houses present a front of uncompromising stone to the eye, but over their tiled roofs one catches glimpses of green boughs rising from the high walled gardens so dear to the French heart. At the end of the village—for these little country towns sometimes have but one dimension and string their houses along the single road—the way turns abruptly to the left to cross the clear brown water of the canal on a single arch.

"Stand here," said the major. "Let's look at them come in."

All day long we had been watching a phase of the most amazing adventure on which the United States has ever embarked. Today our men are pouring into France to win back freedom and happiness for the world. Their muscles are being stiffened to meet the most formidable military force since the empire.

The American flag flashes over countless miles in France. American camps are being built where the Roman once walled himself in. Ten years ago no American was mad enough to suggest that our troops might ever fight on European soil. A year ago experts said it was impossible. Today we are almost ready—the mere handful that is here.

With American Swing

A sound confused by distance rose from around the bend of the road. A purring rhythm came first to the ear, as seven hundred men stepped like dancing masters in unison along that level way. The American soldier's route step is unlike any other. He does not slog like the German or plod heavily like the Englishman on a long march. There is not the uneven scraping of the iron shod French boot. He marches with a swing, 115 steps to the minute, shoulders easy, chin up, every motion springy and free. There is youth in that step and elasticity and a disciplined self respect. To hear it is like listening to a song.

Over that ordered cadence of boots on the gravel and equipment clinking a thin whistling rose. As the battalion grew nearer we could distinguish the tune. They were sturdily piping out "Hail, Hail, the Gang's All Here" and as the eyes of the leaders caught the colors of the headquarters' flag and knew the end of the day's work had been reached their emotions overcame them. They burst into song. The French peasants watched in amazement from their doorsteps. They are not used to such men.

"They sing better when it rains," said the major.

These men had rolled out of their blankets at half past 4 in the morning, when it was still so dark that one felt blindly for his boots. When they sat down to breakfast at 5 o'clock they had not only made a toilet that would pass the critical eyes of the sergeants, but they had put in ten minutes at brisk limbering up exercises. At half past 5 o'clock the bugles sounded the "March" and they took to the road. The stars were paling. In the east a streak of crimson advertised the rising sun.

Under French Instruction

They were in light marching order which means that they carried but thirty-five pounds on their backs. Pick up thirty-five pounds some day and discover what it weighs at the end of ten minutes. The exercise grounds were seven miles away and were reached at 8 o'clock. Taking out the rest periods, they had marched at a 3-mile an hour gait. From 8 o'clock until 11 they were given intensive training under the eyes of French officers. They were on the go almost every minute and at top speed.

The French instructors insist upon the need of pace in modern war, and the soldiers who served as tutors were picked men of that picked corps, the Chasseurs d'Alpin.

It was the fastest pace of the speediest men in the French army the Americans followed. They were somewhat halting at first, but gathered confidence as their muscles were attuned to the new demands. At 11 o'clock the work stopped for lunch. Most of the men loafed in the shade, smoking, after the meal. Two or three stretched out to get the utmost rest possible in the time allowed. A respectable minority pitched 2-sou pieces at marks, or fooled with their equipment, or hunted up friends. They were not tired—not a bit of it. At 1 o'clock the work began again, to go on for two hours.

In the five hours' work given the men they experienced almost every phase of training for modern war, but at all times speed was insisted on. Seconds were cut off, and then fractions of seconds. They were on their toes all day long.

When they got home that night they had been away from the cantonment just twelve hours. Ten hours of that time had been at fast work that created a quality of mental as well as physical alertness. And they sang and whistled all the way home.

"How many at sick call, doctor?" I asked the next morning.

"Not a man," said he.

The significance of this yarn is like a hornet's—it lies in the tail. Sixty per cent of these youngsters were greenhorns when they sailed for France. Not half of them had had a month's training. The expeditionary force landed in that listless and enervated state that is the inevitable result of ten days on shipboard. In less than two months they have been made over into athletes who can hold their own in marching with any soldiers in the world. I do not believe that statement is exaggerated.

Their training is not yet completed, of course. Time—and a touch of the trenches—will give that. But observers who have watched their progress agree they are shaping into superb quality.

One Place Our Soldiers And Sailors Frequent In England.

American sailors at the "Eagle," the new Y.M.C.A. "hut" in Aldwych, London, enjoying their favorite drink—nothing stronger than soda water or sarsparilla.

CONSTIPATION is DANGEROUS

because it poisons the system, causing sick headaches, biliousness, torpid liver, bad complexion, disordered digestion.
dispel constipation, regulate the liver, restore regularity, cheerfulness and health.

PINKETTES

Of all chemists, or post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NEW WAR SONG POPULAR

Student Officers At Fort Sheridan Adopt A Catchy Ballad

From New York Evening Post

Fort Sheridan, Ill., Oct. 4.—Four thousand students of Fort Sheridan cheered the Forty-sixth Infantry Band from Fort Benjamin Harrison, Indianapolis, the other night as it marched into the post playing "When We're Marching Down the Main Street of Berlin," a march song composed by the chief band leader, John H. Sugden.

The band had hardly reached its quarters in the barracks when it was besieged by eager rookies for copies of the song. The band boys released as many copies as they could spare and the rookies took them back to their barracks and laid aside their infantry drill regulations until they had mastered the words of the song.

Music is going to play an important part in intensifying the already wonderful military spirit that pervades the officers' training camp. The other night when Captain Knyvett was here the boys gave him an impromptu concert, solo, quartet and in chorus, that pleased the Australian immensely. Evey company already has its quartet, and amateur and professional bards are busy writing songs for their companies.

Part of the song which promises to become the official ballad of Fort Sheridan is as follows:

There's a war lord due to tumble in Berlin
When he hears the caissons rumble in Berlin.
Oh, we'll make that scrap of paper
Look like forty thousand acres
When we're marching down the main street of Berlin.

APART FROM A FEW LINES, THERE ARE NO STANDARDS OF QUALITY FOR

VARNISHES, PAINTS, ENAMELS, DISTEMPERS, ETC., ETC.

Buyers must rely upon the reputation and experience of their Suppliers, and the Firm with the biggest reputation and soundest experience in these goods out East, is

WILKINSON, HEYWOOD & CLARK LTD.

who have been **Manufacturers** for 150 Years, **Suppliers** to the China Market for over 30 Years, and who are represented in Shanghai and Hongkong by their own factory-trained Experts.

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F. C. Banham, Manager in the Far East.

APOLLO THEATRE "Always a Good Show"

Monday, Nov. 5th; Tuesday, Nov. 6th; Wednesday, Nov. 7th.

THE RUSSIAN CABARET CONCERT PARTY

Mlle Davidova
Mlle Davidova
OPERATIC SOPRANO
in selections.
"I AM VERY TIRED"
From the opera, "Dame Pique."
"SERENADE"
Sorenta.

Mlle Svetch
Mlle Svetch
RUSSIAN DANCER
in the following.
GYPSY DANCE
HALIANDRA

M. Khmarin
M. Khmarin
IMPERSONATOR
and clever parodist.
March *"LADY IN GREY"*
CHE BELLA COSA"
"SWAN SONG"

THE CLEVEREST TRIO SEEN HERE FOR YEARS

"MYSTERY OF THE DOUBLE CROSS"
"MYSTERY OF THE DOUBLE CROSS"

Episode 11. *"LOVE'S SACRIFICE"*
Episode 12 *"THE RIDDLE OF THE CROSS"*

CUR GREAT SERIAL
Pathe's American Gazette.
The news of the day in picture form

"SOME HONEYMOON"
A special for the bachelor boys

OUR GREAT SERIAL
Pathe's British Gazette
Pictures from the isle over the seas

"IMPROVISED HAIRDRESSERS"
Our usual dose of laughter and fun

Will appear shortly
RICHARD & GLADIE Presenting latest ballroom dances, also Imitation of Charlie Chaplin, not on the screen, but 25 minutes of comedy by Bell Chaplin.

THE RENDEZVOUS OF SHANGHAI — APOLLO THEATRE

WOMAN HAS MISSION IN THE WORLD WAR

Wife Of American Vice-President Outlines Ideas For Most Effective Aid

PLEADS HOME LIFE

Neglect Of Home To Satisfy Ambition, Under Patriotism's Guise Not Approved

New York, October 4.—"Do everything in your power to help America win the war, but don't let it interfere with your household duties."

So spoke the wife of the Vice-President of the United States today. Mrs. Thomas R. Marshall gave this as her message to women who want to help their country in its fight for democracy.

While she spoke, Mrs. Marshall was doing her bit for democracy. True to her principles, her hands were not idle, as she gave this interview in her suite at the Waldorf. It was to the click of knitting needles that the wife of our Vice-President gave her message to patriotic women of America. Row after row of warmth giving fabric was being fashioned for some soldier in the trenches, while Mrs. Marshall uttered her words of counsel. She added:

Now is the time for all women to help their country. Let those women who have no children and responsibilities enter the machine shop and get behind the plow to liberate men for fighting and heavier labor. Let the others knit and sew for the men who are to march behind the stars and stripes. Let every woman help, where her help is needed.

Work For All

Every woman should make it her duty to do something—provided that "something" is not beyond her powers, or takes the woman of responsibility out of her home. Too often this is the case with women who are over-zealous and ambitious. I do not approve of the woman who under the guise of patriotism, indulges her personal ambition for a career and neglects her home. I am too old-fashioned to commend the woman who takes up aviation, or agriculture or engineering, when she has a home and family to take care of. That family is her first responsibility. To run a household properly is such engrossing work that there should be no time left to devote to those manly tasks. There is plenty of other war work that the housewife can do.

Despite Mrs. Marshall's contempt for the unwomanly woman who likes to don trousers and exert muscles, she admitted that it was good to see certain women taking men's places in industry. She praised young girls who are willing to devote a fine phisique to the cause of war by casting aside all thought of womanly frailty and buckling down to hard labor. She said:

It is a fine thing for the woman of no responsibilities who must support herself, to run elevators and automobile trucks. If she is physically fit for more strenuous work than stenography, or domestic service, and has the inclination to perform manly labor, by all means let the woman enter such fields now that we are at war. By so doing she frees for war service the man whose place she fills, or liberates him for still heavier manly labor, which a woman could not possibly perform.

Relieving Men

It pleases me more than a little to see girls running the elevators in the Y. W. C. A. at Washington. They are doing a truly patriotic service. But a woman who has children to take care of would not be serving her country by entering industry. War does not mean that every woman should fly out of her front door and take up man's work. I am too much an advocate of woman in the home to advise that every woman should liberate men for fighting.

For the woman who has a home, her greatest patriotic service is to run that home well—wonderfully well. Most of the housewives in this country have not learned this yet. They are wasteful and extravagant. For them, this form of patriotic service will mean months of intensive training that will occupy all of their time. When they have learned, how to economise, how to use the cheaper cuts of meat, inexpensive substitutes for luxuries, the art of canning and preserving, they will have done as much for the war as their more sensational sisters who run elevators.

Mrs. Marshall said that in their spare time these women can help their country by making Red Cross supplies. She said that the Red Cross was the best agency through which to work. By keeping in touch with the organisation women will be sure that they are making what is really needed. She continued:

If there is a crying demand for bandages, the women should not be knitting.

And if there is a great demand for sweaters the women should forget bandage making for a time, until the sweater order has been filled. Only by keeping in close touch with the Red Cross will the women know where the help is needed.

For Social Butterfly

For the social butterfly there is much work to do. Now that war is showing her the serious side of life, she realises that parties and teas are not all sufficing. She is awakening to the fact that she has much time to spare which she can devote to helping others. From the former social butterfly the Red Cross can look for great results.

My only warning to the butterfly is that she should not go into war-time activities for the sensation of it. The trouble with her is the fact that she may consider bandage making and knitting too commonplace. She would like to do more stirring and sensational things, such as entering industry. This would be most unfair to the women who are obliged to work for their bread and butter.

Every woman should help, but she should help where she is needed and help in the lines in which she is best fitted.

Great Grandchildren Of Gen. Grant Home From Russia

PRINCESS BERTHA & PRINCE MICHAEL CANTACUZENE.

Princess Bertha and Prince Michael Cantacuzene, great grandchildren of Ulysses S. Grant, are in the United States for a visit. Owing to disturbed conditions in Russia the Princess will spend some time with her grandmother, Mrs. Frederick Dent Grant. Prince Michael will return home to resume service in the Russian Army. His father is a brigadier-general.

MILITARY HISTORIANS

Washington, Sept. 22.—The War Department has officially appointed as military historians Colonel C. C. McCullough, Jr., of the Medical Corps, who will write a surgical and medical history of this country's share in the war, and Captain Arthur Sweetser of the Signal Officers' Reserve Corps, who has been detailed to the office of the Chief Signal Officer, with the assignment of writing the history of American aviation in the war.

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London, September 15.—To enable army officers to purchase their uniforms at a more moderate price the War Office has launched a scheme for the standardisation of the cloths used. There will be fifteen standard varieties of material for breeches, coats and overcoats, and the prices will be Government controlled from the raw wool stage to the completed garments. The tailor will not be allowed to charge his officer customer more than a certain maximum, which will enable the officer to outfit himself with breeches, coat and greatcoat for something under $50.

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Art And Inspiration

(New York Sun)

A recurring question rears its head from a piece of news contained in correspondence of the Associated Press which begins:

"A genius who might have amassed a fortune died in comparative poverty and obscurity in London yesterday (August 22, 1917) because he was too proud to give the world work which did not attain to his ideals."

This was Matthijs, or Matthew, Maris, one of three brothers, all painters of distinction. You may see his "Reverie" in the Metropolitan Museum. "In a low toned olive colored dress, a young girl with abundant blond hair streaming down over her shoulders is seated with a distaff on her lap. Her figure and face are turned toward a cat on the floor at her right." Thus runs an official and noncommittal description.

Of Matthew Maris we read:

"Possessed of a romantic imagination strongly tinged with mysticism, he lived the life of a recluse, painting in a vague, mysterious, yet intensely personal manner. His art is characterised by purity of line and charm of color. His type of woman is unique—monumental yet childlike, mysterious yet intensely living. . . . His etchings and drawings are no less individual and charming than his paintings."

And elsewhere:

"He paints for himself and his friends, and is rather melancholy and mystical in his art. He is a recorder of visions and dreams rather than the substantial things of the earth, but always with richness of color and a fine decorative feeling."

The letter from London may be reverted to for some further particulars. Maris was 78 years old, and few people, few artists or art lovers even, remembered that he was living. "His smallest picture was worth from $10,000 to $20,000 in the auction rooms:" were they sold by the square inch? "Of late years he absolutely refused to sell his work. Some of those who knew him say that he was a great idealist, but others declare that he was merely lazy."

It is supposed he painted pictures and then burned them. He drove away art dealers, saying his pictures were not worth selling, and vowed he would not become a party to impositions on a public which followed fashions like sheep and bought anything with a name. His pictures were unsigned for this reason.

Let us suppose some of this too highly flavored; making every allowance for insufficient and bad lighting and for poor perspective, the portrait is that of a man to whom work well done was everything and money a thing to snap your fingers at. Such an attitude is generally misinterpreted; for instance, the heading over the London letter says that Maris "refused to work unless inspired." Wast that the secret?

Well, the world is full of people who will believe it, who quite honestly think that painters, writers, sculptors, dramatists, musicians and other creative artists depend upon inspiration for the stuff they turn out. Another popular fallacy is embodied in the remark that inspiration is ninety-odd per cent perspiration.

In a downtown office in New York works a fiction writer whose stories are most carefully limned before he begins to write them. He knows, down to the last paragraph, just how much space is to be devoted to each person and episode. And his stories are not artificial, as you might expect them to be. They do not reveal, in their finished state, the careful dovetailing which completed them.

In a house on the Kentish country-side which German aircraft delight to scar dwells another author with other methods. In writing his best novel he had to create dozens of utterly unlike personages, a city and a republic on a seaboard which he had never visited. This man spent eighteen months in travail at his desk, blowing the breath of life, as he put it, into the people of his tale. The result was a marvel of evocation. The whole history of South America in its human significance is summed up in a single fictitious account of imagined characters in a fascinating country that never existed.

Many an author has had the beginning of a tale and not the ending, or the ending and not the beginning, or beginning and ending without the events that lay between. He has started to write, given it up and waited for inspiration or his logical faculty or his gift of imagination and feeling to supply the missing chapters. Or he has started to write and suddenly found his way along to the true, the inevitable series of incidents which could develop and culminate only in a single way.

Just so in other arts. A painter's whole conception of a picture may change when the groundwork is on canvas; a playwright after seeing the first rehearsal often rewrites an act or two, a proceeding sure to be encouraged by the manager and several members of the cast; sculptors never cease to be thankful that they model in plastic clay; musicians torture notes until they yield the themes on which a symphony is builded.

Now, to estimate good work in these fields at ninety-odd per cent perspiration is to go decidedly wrong. Work that is so preponderantly mechanical labor is not good work at all; it is merely a job honestly done. There will be nothing distinguished about it. And to suppose that a good piece of work is due to the artist's inspiration is sentimentally attractive, perhaps, but equally untrue. The finest inspiration in the world never lasted long enough nor glowed warmly enough to enable the lucky recipient to write more than a sonnet, a last act, a few chapters, a passage for the first violins.

What usually happens is that the artist has a sound idea, or inspiration if you like, to begin with. He makes a start. As he writes or paints or models the inspiration dies down. But it blazes again, kindled anew by the work he has done striking sparks out of his mind as he grinds along. In the end the task is finished. It is half inspiration, half hard labor, but wholly good. The formula was fifty-fifty, but the thing was not done by halves and there is no doubt whatever about the quality of the result.

If an artist waits always for inspiration he is as lazy as some folks considered Maris to be, and he never finishes anything. If he makes it a rule to write a thousand words a day six days week, year in and year out, he may turn out a fixed output, but his books will never perch on the five foot shelf. He must know himself; he must know when to put the hood on the typewriter or the cheesecloth over the canvas and go fishing. He must also know when to set his teeth and carry on.

In the case of Maris the artist was blessed or cursed, depending on the point of view, with scruples like an edged razor. To do good work, acceptable work, was not enough. He had to satisfy himself that the picture was so good that he would never want to paint it over. And often, before it was finished, dissatisfaction had set in. Here was a maladjustment for which no cure exists. The intervals between inspirations were too long, perhaps, or possibly the inspirations were not of the right wave length.

If that was the trouble in Maris's case and constitutes the trouble in the cases of other talented men and women, science may yet come to the rescue of genius. Then it will no longer be, in such instances as that of the solitary Dutch painter, one against the world.

The Movies In New York

From the Century.

"You give me home: the pepper trees,
Shaking a little in the breeze.
And rows of swaying palms. I close
My eyes before I look at those,
Like praying before food. The high,
Great palms, like swords against the sky;
The drooping ones that curve and bend
Are each, in this strange land, a friend.
The great brown hills of home I see
Before me lie alluringly;
And sunny towns like those I know:
Familiar buildings, row on row;
A house in shining, cool concrete
Like one that stands across the street
From ours at home. The acacia stirred
The old way then. My eyes are blurred.

"The tale? I do not care or know
What girl and lover come and go
Beneath those trees, upon those hills,
What kiss enthralls, what murder thrills
These folk to grieving or delight;
For I am home—and home tonight!"

MARY CAROLYN DAVIES.

Great Army Being Organized By Odd Card Game

By Frazier Hunt.

Three weeks old and walking, in fact marching. The huskiest, most promising nephew Uncle Sam ever had. A credit to his pa and his ma and all the folks back home.

Such is Upton Yaphank. At birth the lad was backward and apparently would always have his growth stunted, but after three weeks under Gen. Bell's treatment he has suddenly outgrown his dresses, shot up through his short trousers and is now clamoring for long trousers and a regular shooting gun.

All of which is rather a roundabout way of saying that today Camp Upton is booming along like a Kansas cyclone, sweeping every obstacle out of the way, tearing civilian clothes off city men and with the same magic breath shooting them into olive drab and blowing them together to form fighting units and battle organisations.

Tonight the Seventy-seventh Division, National Army, which is to number approximately 27,000 men, stands almost three-quarters completed. With the increments arriving this week this model unit will be more than filled and a generous start made on the depot brigades, numbering 13,000 men, which will be used to fill up gaps in the Regular Army and National Guard and to act as extra troops for the whole service.

And it has all been done with raw, green material. The camp and the army it is to hold have both been made from clear blue sky and and brains and whole cloth. What was a worthless scrub oak waste three months ago is now a city of many thousands, and what three weeks ago was a mob of untrained civilians is now transforming itself into a war machine.

Rookies Quick To Learn

America has never seen anything like it before. And what's being done in Camp Upton is being repeated in fifteen other great cantonments. Uncle Sam's Soldier Incubator Company, Inc., apparently is quite a growing concern after all.

"Look at those men march," a high staff officer fairly shouted the other day as he watched a company of selected rookies swing by like border regulars. "Do you realise that those men have been in this camp less than a week and that every officer they have is a Plattsburger and not one of them has ever seen a day of active service?

"Born marching, that company was. In the old days in the army we'd always drill rookies in squads of four and pound away at 'em until they had mastered the simple movements of the school of the soldier and the school of the squad. Then slowly the old company would be able to absorb them. Today these young officers are giving their commands company formations about the third day they're here. Born marching, I tell you."

So it goes all over camp. Officers who have given their lives to the training of men go into superlatives whenever they mention the remarkable personnel and wonderful adaptability of the selected men. Old campaigners, who have followed the army since they first slipped into a plebe's jacket at the Point when they were nineteen, talk of the spirit of the rookies and the way the romance of the service has gripped them almost before their marching shoes have been covered with camp dust.

And best of all is the talk of the men themselves. Once they get on Uncle Sam's gray woollen socks and "O. D." uniform and peaked hat they simply can't hold out any longer. There's adventure here, and all their subway riding, grassless, hard pavement lives they've been starving for adventure. They've been fed up on the city and work, and here is something new and different and thrilling.

Caught By Army Spirit

"Hep! Hep! Hep! Hep!" can't be very exciting to the man who has never swung along in column of fours with his shoulders thrown back and the music of the cadence fairly singing in his heart and the delicious feeling of a dinner coming that's been well earned. But they're wonderful words to every man who has ever caught the thrill of the march and found the joy of the great game.

So many of these nights when the men get a bit tired singing around the numerous barrack pianos or of listening to the tales of the yodeling Mexican horned toads and the hummming border owls and the musical Texas rattlers as related by beardless Regular Army sergeants, they stroll out in pairs and threes and talk things over.

"If it wasn't for the ideas of having been drafted, I cretainly would be nutty about the army," the boy from upper Manhattan will remark.

"Go right ahead and be nutty," the chap from Yonkers allows. "I heard the Major tell our Captain today that this was going to be the greatest army in the world. You should worry whether you were selected or not! This is the real stuff out here, and when we get to France we'll show those birds that a selected army is some selection."

"Say, Bill, when are we going to get our guns—do you know?"

"Not for sure, but one of the sergeants told me today that he heard that a lot of the rifles were here already and that they would be issuing them to us old men in about a week Wait'll we get them—e—h, boy!"

Strange to say, Bill was right, and it's probable that very soon rifles will be issued and another big boost given to the drill. Right now the division lacking only about 8,000 men of being completely filled, is well organised for training purposes, and with the last large increment of troops arriving and being distributed this week the active business of training for war will really get under way.

So far the big job has been to get the troops quartered, examined and assigned and the skeleton organisation formed. With this work completed all the resources and genius of the camp will be switched to the task of straight military instruction. Two weeks more will see the unit of training jumped from the company to the battalion and then to the regiment and then slowly advanced to the brigade unit and then finally to the division.

A week or so ago an oldtimer about the camp called the outfit "the darndest army in the world" because it was a jazz tune army and not a "Sweet Adeline" singing army. But a few days later another ancient and honorable follower of the game went to the trouble of describing it as "a scientific army—chosen by lottery and assigned by marked cards and a stacked deck—but still the world's most scientific army."

Strange as it may sound this definition is infinitely correct. And stranger yet there is a certain card game of a sort going on around the camp with stakes and side bets that make the old Monte Carlo crew look like a bunch of bush league pikers. And even though this is Sunday they'll be playing the big game tonight and will keep it up until 3 or 4 o'clock Monday morning on the second floor of Col. Jewell's mustering office over in Barracks P 70. The chances are that Capt. Francis W. Perry, U. S. R., the division's personnel officer, will be dealing cards and they're sure to be carefully stacked. But even so every one will get a square deal.

They played this morning until almost 4 o'clock and tonight's game will be just as late. Then the game will knock off for a few days, but as soon as the next batch of rookies heaves in sight things will start rolling again and the stakes will be as high as ever.

It's a stiff game for army officers to be playing—this one with the future of soldiers as side bets. But it's in keeping with America's scientific army—"chosen by lottery and assigned by marked cards and a stacked deck, but still the world's most scientific army."

The deck they use contains a little less than 3,000 cards and instead of being marked with colors and numbers or queer looking royal families they contain a number of filled out questions and dotted lines. Let's follow the game from the start.

Say it's Saturday a little after noon. Three long troop trains roll in at Camp Upton's grand central and each unloads around 1,000 soldiers of America's scientific army of freedom who have been selected at the great lottery in Washington. With only a little more fuss and feathers than the city's workers display when they tramp through City Hall Park on their way home of an evening these 3,000 future soldiers are led to their receiving barracks, sit down to a welcome meal and then one by one have private conferences with the company officers.

This is where the big card game really begins, and it's here that each man has his own bit of pasteboard filled out and then passed along to flirt with chance and the silent mistress called "for the good of the service." He writes on it his name, facts about his education, what he has been doing and how long he's been doing it; his salary and his first and second military preference.

Work Of Classification

It's anywhere from 5 p.m. to midnight before all the cards in each receiving barracks are finished and gathered up and sent over to Capt. Perry's office in the musternig building. Anyway, when they do finally arrive there the second hand in the game is played.

The stage setting includes a long table behind which are twenty-four smaller tables and the remaining dozen unit organisation tables. At this time only the twelve unit classification tables are used, one being designated and marked for each unit of service in the division—infantry, heavy field artillery, light field artillery, engineers, signal corps, etc.

As fast as the stacks of cards come from the barracks they are taken to the big front table, and from there after being studied and surveyed in respect to occupational and specific training by an officer are assorted according to the marked choice of service on the twelve different tables. For instance, the card of a man whose first choice is the engineering corps is placed on the engineering table.

Each of these twelve tables in turn is marked off into the number of different classifications desired by that particular branch of service. Take the engineering table as an example; the engineering regiments demand forty different kinds of trades. Consequently there will be forty different 5x7 inch squares in this table, each calling for a certain occupation. The tables for the artillery regiments will have thirty-nine different classifications while the infantry asks for but nineteen.

Along about midnight when the cards have come in from all the receiving barracks and have been distributed according to choice among the twelve different tables the real game starts. With a chart showing exactly how many men are wanted for each branch of service on this particular day as a guide, now comes the task of giving to each branch its required number of men, both from the good of the service angle and with respect to the wishes of the men.

For example, say that out of this batch of 3,000 men 300 are demanded by the engineers and 600 have chosen that branch in their first choice. Then the job is to deal the cards so that the 300 most valuable men of the 600 are placed in that branch and in the 300 every one of the forty trades demanded in an engineering outfit is represented in its proper proportion.

Each of the twelve unit organisation or final tables now slowly receives its proper quota of men. Where it is not possible to place a man in his first choice of service every effort is made to place him in his second choice; but if it is found that his training would make him much more valuable in some other branch then he must be assigned to it. Before it is placed on the final table each card is carefully studied and surveyed, and when it is definitely dealt it is to a branch of the army that the rookie not only has asked for but is also fitted for.

By 4 in the morning the game is over and the last card has been dealt. Each one of the twelve different branches of the service has received its full proportion and every man is valuable to that particular unit. Sixty trade classifications have been used in the assigning, so that from the very start every unit in the division will have trained specialty men to do its work.

Every regiment will have its proper number of mechanics, cooks, cobblers and its other special trades. In camp life the unit will be self-sustaining—all that it will need to be taught will be plain fighting.

Men Fitted To Jobs

Marked cards they are, but not a man gets anything but a fair deal. But like every other game known to man, the house wins. It's Uncle Sam that gets the big rakeoff. For instead of a hodge podge, happy go lucky outfit the old gentleman is going to have a scientific army chosen by experts and with every last rookie in the particular branch of service that he should be in.

And one of these fine days when the men in France begin sending their compliments to one Wild Bill Hohenzollern there will come a call to the National Army of Freedom for, say, a complete railroad and artillery repair foundry back of the trenches on the line of communication. Will this little order for 5,000 or 10,000 men, or even ten times that number, bother the army? A chorus of loud "Nos."

Capt. Perry and the fifteen other personnel officers located in the sixteen traininng cantonments will very quietly get down their card indexes, run them down to the F's—oh, yes here it is—foundry—foundry workers. Let's see, "core maker," "flask man," "ladle tender," "pattern maker," "sand mixer." Well, what do you think of that? Here are enough men all ready to step into the score and more specialised jobs around a foundry. All we'll have to do is to draw them from the fighting units and organise them into a special foundry battalion and ship them across.

Pretty soft for your old Uncle Sam?

Eh—what?

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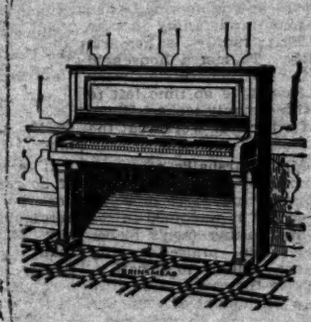

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Bringing Up Father — By George McManus

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AH! MAGGIE-IT DOES ME HEART GOOD TO SEE YOU AT THE STOVE AGAIN-
WHAT ARE YOU MOANING ABOUT AND WHAT ARE YOU DOING IN HERE?
I'M NOT DOIN' ANYTHING MAGGIE-
WELL-GET OUT OF HERE AND DO SOMETHING!
WELL-JIGGS! WHAT'S THE LATEST FIGHT NEWS.
I GOT CHASED OUT OF THE HOUSE!
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Women War Workers: Accounts Contributed by Representative Workers of the Work Done by Women in the More Important Branches of War Employment, Edited by Gilbert Stone. Foreword by Lady Jellicoe. Illustrated. New York: Thomas Y. Crowell Company. $1.65. (gold).

The Flaming Sword in Servia and Elsewhere. By Mrs. St. Clair Stobart. With map and illustrations. New York: George H. Doran Company. $1.75. (gold).

Woman's Effort: A Chronicle of British Women's Fifty Years' Struggle for Citizenship. By A. E. Metcalfe. Introduction by Laurence Housman. Illustrated. New York: Longmans, Green & Co. $1.25. (gold).

Towards A Sane Feminism. By Wilma Meikle. New York: Robert M. McBride Company. $1.25. (gold).

Women in War. By Francis Gribble. New York: E. P. Dutton & Co. $2.75. (gold).

Perhaps the most astounding thing in all the universe is human nature. You never can tell what unexpected, amazing thing it will do next. The women of Great Britain have signally illustrated that fact twice in the last decade. Notwithstanding occasional individual examples of independence, of all the western nations there had been none, previous to the beginning of the twentieth century, more bound by custom, more docile in their subjection to age-old conventionalities and prejudices than the women of England. Then suddenly a volcano opened in the midst of their respectability and their devotion to "good form" and out of it shot the blazing militant movement, amazing, scandalising, horrifying, but constantly attracting to itself with each new outrage more and more adherents and support. Then came the war and the militants stopped and declared their patriotism. But presently, when Britain's need grew insistent, militants, constitutionals, anti-suffragists, and the great body of the indifferents alike flocked to the help of their country. So then the second marvel came about as the women of Britain rushed to the aid of their country and in munitions factories, shipyards, fields, everywhere in industry, took the places of men needed at the front. They have flung to the winds their old-time regard for propriety in costume, and in overalls or breeches go serenely about their daily work. In that caste-ridden land women of title, wealth, education rub shoulders in many kinds of toil with former domestic servants, shop girls, the poor and the lowly, in the democracy of patriotism.

This little group of books tells something about these two modern manifestations of the unexpectedness of human nature. "Women War Workers" is made up of accounts of widely varying, representative phases of the war work of women, each one written by a woman who has been engaged in that particular kind of work. It is divided into two parts, containing articles on the services of women who have replaced men in affairs at home and the other devoted to personal experiences of those who have engaged in works of mercy for the wounded. In the former are told such stories as those of the women munitions workers, agricultural laborers, bus conductors, delivery wagon drivers. All these as well as those, also, in the second division are well written, with color and piquancy, a keen sense of the profound effect this rush of women into labor may have upon social conditions and always also with an underlying sense of humor. There seems to have been plenty of occasions for the tickling of that sense of humor, for British propriety was sometimes scandalised, at first, by the work the women undertook and the clothes they wore, and when under the influence of its horror-struck emotions was more amusing than it knew. In the section dealing with works of mercy at the front there is a chapter on the experiences of Red Cross war nurses which is both amusing and illuminating and also reveals some interesting mental peculiarities of our friends, the French. The book not only offers entertainment, but has value and interest as an offhand sketch of some of the results of the Great War that may have consequences of the greatest social importance.

Mrs. St. Clair Stobart has unusual experience and has proved that she possesses unusual capacity in the organisation and direction of hospital work. But her account of war—"the flaming sword"—as she saw it in Servia and elsewhere is much more than the usual narrative of war relief work. Hating war and all its methods supremely, she has done not a little thinking about it, and especially about woman's relations with it, and her pages, particularly toward the end, show the convictions to which her thinking has brought her. Elsewhere Mrs. Stobart has told the story of her hospital work in Bulgaria during the first Balkan war, and also what she did as the head of a Woman's Red Cross Unit in Belgium and France during the early months of the present conflict. The latter she summarises in the first pages of this book, and then goes on to tell in detail how she organised and took to Servia a large hospital unit consisting entirely of women, except for a few orderlies and chauffeurs. They were in Servia from April, 1915, until the following December. Mrs. Stobart, as director of the unit—she was the first woman in history to mobilise and command a field hospital in war—had under her fourteen women surgeons and physicians and a large staff of women nurses and orderlies. In addition to the work of the field hospital, which was carried on close behind the fighting lines, Mrs. Stobart organised half a dozen or more road ambulances for the benefit of the population, left without medical attendance, and for six months all this work was carried on while battles raged and typhus and other diseases ravaged the country. Then came the woeful retreat of the whole Servian Army and nation, as for three months they trudged, shivering, hungry, and despairing, across the mountains and down to the Montenegrin coast. Mrs. Stobart on horseback led her hospital unit and kept it intact through all the three months' journey. Her very full account of that march of indescribable hardships and heroisms is perhaps the best that has yet been published. Throughout the book over and over again she speaks with praise and admiration of the Servian nation and people, declaring that "a people with such ideals and with such power of sacrifice must be capable of a great future." She has written a vivid, impressive book, worthy of the attenton of any one who believes—or who doesn't believe—with the author, that war is the utmost horror of all man's contrivings and that the road away from it can be won only by fighting this war to its right finish.

Miss Metcalfe has done a real service for the social history of the last decade by writing this detailed account of that most curious manifestation of British feminism, the militant movement. The first chapter summarises the history of suffrage in Great Britain from its first feeble beginnings in the middle of the last century to the beginnings of militancy, in 1906. But nearly the whole of the book's 350 pages is devoted to a circumstantial and very comprehensive report of all that happened, both what was done by the militants and what was done to them, from that time until the end of the movement with the declaration of war. The author maintains a detached any judicial point of view and nowhere betrays her own convictions or sympathies. She has tried, simply, to make a true report.

Wilma Meikle, in her collection of a dozen essays, sets forth the conviction that women have gone, from the first, the wrong way about the problem of gaining political representation. She thinks that if they had first made themselves of economic consequence the ballot would have been thrust into their hands by politicians. She advises that in future women devote themselves to the task of improving their economic position. Women of wealth should, she thinks, try to make that wealth industrially and commercially powerful. In that way they can most help the movement for the vote and be of most service to less fortunate women. Miss Meikle looks upon the gaining of the franchise by women as only one step toward a goal which will mean the end of feminism, because feminism will be no longer needed. She writes with a trenchant pen and a notable facility for striking expression of her ideas. But one wonders much where she obtained all of her remarkable assortment of misinformation about affairs in the United States.

Mr. Gibble has made for himself more or less of a reputation as an entertaining but superficial writer on some of the intimate phases of history, especially those connected, and too often scandalously, with women. In this book he has collected with great industry an immense amount of information about what specific women have done in war and in the influencing of countries or individuals in times of war and as companions of warriors. He tells about the Amazons of ancient and of modern times, Jeanne d'Arc, the women warriors of La Vendee, the Empress Eugenie, Catherine the Great of Russia, Queen Christina of Spain, women's part in war in India, women in the wars of religion, women in the campaign of 1812 in Russia, the heroines of Napoleon's retreat, Florence Nightingale, the Baroness von Suttner, and many others.

Talks to Mothers

No. 2

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ALLIES TO ATTACK BULGARIA IN SPRING

Greek Army Of 300,000 Will Be Ready Then To Join In Great Campaign

SOFIA THE MAIN OBJECTIVE

Germany To Be Cut Off From Turkey—Italian Forces In Albania To Co-operate

Washington, Sept. 28.—The plan of the Allies in the Balkans, as partially disclosed today, is to advance upon Sofia, capital of Bulgaria, which would cut communications between Germany and Turkey, practically eliminate Bulgaria from the war, and present to Turkey a situation which would render it advisable for her to sue for separate peace on the best terms she could obtain. Germany is said to be drawing great quantities of supplies, especially oil and wheat, from Turkey; and this traffic cannot be interrupted until the line is cut by the international army now operating in Macedonia.

The delay in the mobilisation of the Greek Army for use on the Entente side of the war has been due to lack of equipment which is to be furnished by France, England, and the United States. This explanation of the delay was communicated to the Grcek Legation today by the Foreign Office at Athens. When the nece sary equipment has been obtained Greece will be able to furnish 300,000 men for use in the war. It is learned that an almost absolute equilibrium has been created in the Balkans between the allied forces and those of the Central Powers, Turkey, and Bulgaria. The 300,000 men Gr ece will add to the allied troops will g ve them a preponderance of strength which is expected to overcome the enemy in that theater.

Moreover, it has been indicated in recent despatches from Rome that the large Italian army in Albania is preparing to co-operate with a drive against the foe's right flank. Another cablegram received here today mentions that the Italian troops are building roads in difficult country although the Austrians and their Bulgar and Turkish allies are trying to prevent the work.

By late Spring the Anglo-French commands will have assembled in Macedonia large quantities of materials for decisive operations there.

It was intimated today that Balkan statesmen, including those of Bulgaria, favored a settlement of the Balkan question by themselves rather than by the great powers. The latter, it was pointed out, have never succeeded in leading a solution of the problem by balancing the interests of themselves in the Balkans, and it was asserted that the second Balkan war in all probability would have been averted had not the powers interfered. The action of Germany and Austria, it was charged, precipitated the second Balkan war.

Premier Venizelos of Greece is thought to favor a Balkan confederation, but diplomats here hold that the proposal is impractical and unrealisable. It is known, however, that the Entente Powers are depending to a large extent upon Venizelos to assist them in reaching an adjustment when peace is concluded that will at least prevent for many years a new disturbance of the peace in the Balkans.

In view of Italian claims along the eastern shores of the Adriatic, Greece is expected to receive some territorial compensation on the Asia Minor shores, but the extent of her compensation will be measured by the assistance she gives to the allied arms against the Central Empires, Bulgaria and Turkey.

10,000 SERB GIRLS INTO TURK HAREMS

Victims Of Deportations Between 10 And 14 Years Old—Bulgarian Offenders

London, Sept. 25.—Ten thousand Servian girls from 10 to 14 years old have been kidnapped and deported from Servia to the harems of Constantinople, to Bulgaria and Asia Minor, say advices received by M. Pasitch, the Servian premier, who is now in London.

"These deportations," M. Pasitch said, "have been going on since February, 1916, but the number was very limited until a few weeks ago. Now it has been systematised under Bulgarian controllers, and it is impossible to predict now far it will go.

"Eight thousand girls have been sent to Constantinople, and two thousand more to Bulgaria and Asia Minor. Prisoners whom we have taken on the Salonica front tell us that the traffic in our girlhood has grown to be a byword in Bulgaria and Turkey.

Taken From Small Villages

"The girls are kidnapped and taken away secretly, particularly from the smaller villages, until at present dozens of small towns have been quite denuded of the young female population.

"I do not think that the Turks are the actual instigators of this gross violation of the rules of civilised warfare. All our information indicates that the Bulgarians are the prime movers and the Turks only incidental beneficiaries of the traffic.

"The girls are too young to be of any use for laboring purposes; besides, neither Turkey nor Bulgaria is seriously handicapped for labor, and in Turkey the use of young women for outdoor work is practically unknown.

Little Hope Of Saving Victims

"It is very difficult for us to do anything to help these unfortunate victims. Our affairs in Constantinople and Sofia are now in the hands of the Dutch government, and we have made the most earnest possible protests through that government. But you know how difficult it is to get any action from Turkey. We have suggested, for instance, that some scheme of reparation be put into effect immediately; that the girls should be sent back to some place beyond the war zone. But I fear it is too late to save them and that we can only wait in patience until peace comes."

'Cuban Millionaire' In Aviation Corps

Captain Cushman K. Rice

Captain Cushman K. Rice, "The Cuban Millionaire," who made a fortune in Cuba following his resignation as a captain of infantry in the regular army in 1902. He is temporarily a sergenat in the corps of student aviators slated to receive commissions. Captain Rice, in camp at Mineola, Long Island, tells how it feels when you make your first flight in an aeroplane.

"When Mr. Holterman, who was driving the machine, and myself were gliding along about 1,200 feet up, for some unaccountable reason I felt a strong desire to leave my seat and walk out on one of the wings to learn how it felt out there. I don't know why it was, but I felt that desire so strong for about ten minutes that I almost had to go.

"Really you feel quite safe and secure, no matter how high you go, when you have confidence in the man driving the aeroplane—or when you are driving it yourself, if you really understand running it. Everything is so new and different way up there that you do not have time to think of being afraid."

Captain Rice will be among those whose time to go to France is rapidly approaching.

WILLARD ASKS MORE ENGINES FOR RUSSIA

Tells Grain Men Increase Will Lessen Number Of Our Boys Going To France

Buffalo, Sept. 25.—"Increase the number of locomotives destined for Russia and you lessen the number of our boys going to France," said Daniel Willard, president of the Baltimore and Ohio Railroad and chairman of the railroad committee of the National Council of Defense, in his address this forenoon to the members of the Grain Dealers' Association in their convention. Mr. Willard told of the problems of the railroad managers and of their patriotic action in subordinating individual and competitive interests to the end that they could devote all their time and resources to the prosecution of the war. "Co-operation has been the central thought of the members of the committee," Mr. Willard said, 'since the declaration of war." While the greatest burden of the problem was concerned with freight affairs, the passenger end of railroading in wartimes has not been neglected, Mr. Willard said. Since the organisation of the committee 500,000 troops have been moved without serious disarangement to regular schedules.

Of closer interest to the grain men was the speaker's reference to the yearly shortage of cars required in the movement of crops. Mr. Willard, in substance, said the car shortage was always an exaggerated condition, and that even this year, when the railroads are carrying 25 per cent greater loads than ever before, they will not fail in the handling of the grain crop.

"Shippers inconvenienced by slight delays will do well to stop and think of the problems confronting the railroads," he said.

In closing, Mr. Willard said the railroads are willing to be judged according to their part in helping win the war. If the carriers fail in certain instances to respond as quickly and as effectively as desired, the railroad managers ask for helpful and patient consideration, he said.

The meeting room at the Statler, where the grain men are holding their convention, was crowded with grain men anxious to hear Mr. Willard's message. The head of the great Baltimore and Ohio system arrived here Monday night in his private car over the Pennsylyania Railroad. He leaves tonight for New York to attend a meeting tomorrow of the board of railroad managers.

After the session adjourned the grain men and their wives paid a visit to Niagara Falls. Tonight the delegates were the guests of the Buffalo Corn Exchange at a banquet. Sir George E. Foster, Canadian Minister of Trade and Commerce, was the principal speaker.

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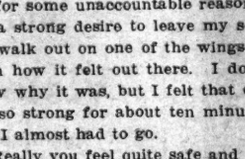

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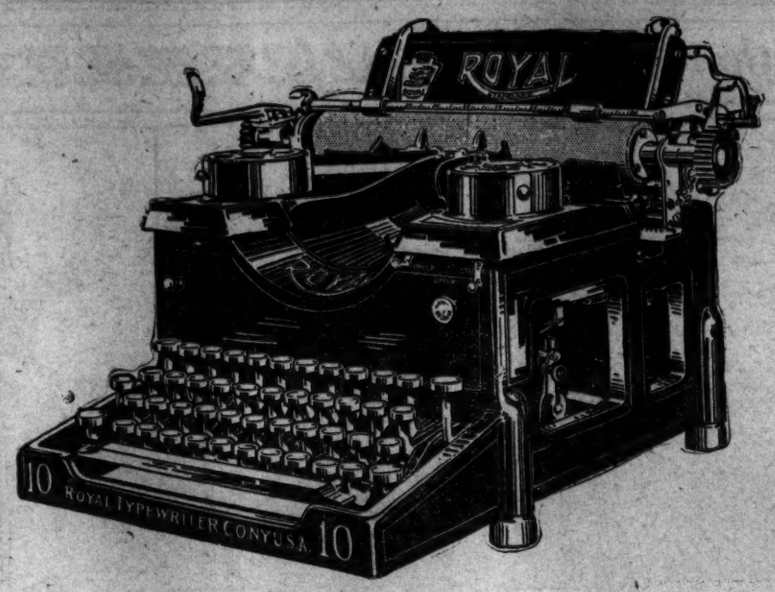
34 Nanking Road, First Floor.



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BRITISH DEVELOPING USE OF CAMOUFLAGE

New Devices Adopted To Baffle Germans—Special Course Of Instruction

With the British Armies in the Field, September 10.—Get a good scene painter from any Broadway theater, a skilled still hunter and deer trailer from northern Minnesota, let the two of them put their wits together and they can cause more trouble for the Germans if they are drafted into United States Army than a whole battalion of infantry. That statement may appear exaggerated, but it is an actual fact that if a good sniper is given sufficient protective coloring he can do endless damage to the Huns in their own trenches.

This gentle art of making a man look like his immediate surroundings has been brought to a point where it is worthy of a place in the world of art. It opens up a great field for those struggling young men in Greenwich Village who otherwise might not take a very prominent part in the war. If their energies and talent for painting could be turned in the right direction it could be used to flabbergast the Germans in endless ways.

At one place back of the British lines there is a school that has a special course in camouflage, which is the French term for this branch of faunal faking. A correspondent was taken on a tour of inspection through the school of deception, and while not much can be said about the methods taught it can be stated hat some miracles are done daily in getting up new tricks to look at Germans without being seen or to cover up deadly instruments of warfare.

Near the base of a tree covered hill is a series of practice trenches all built to resemble in every way the actual trenches as seen from the enemy lines. There are even a few shell craters scattered out in front of the barbed wire entanglements to give the fake trenches a more natural appearance. The instructor stood with the correspondent in front of this line of earthworks and told him in an offhand way that there were six men looking at him from the trenches, some almost in full view or visible from their waist lines up. Two men, the instructor asserted, were only a few feet away from him.

For ten minutes the party of observers used their faculties of observation to the best of their ability but without avail. Not a vestige of any of the men in the trenches or those in front or behind could be found. Finally at a given signal the men arose, and it was like the sudden appearance of dead men from the grave. They had been so perfectly protected that they could not be seen.

A few seconds later a half dozen heads, steel helmeted and rising and falling to their stride, appeared over the parapet.

"How many real men are walking along there?" asked the instructor.

Every one thought there were six, but the heads marched right round the end of the trench into the open and proved to be dummies mounted on sticks held close to the man's nose underneath. They served the valuable purpose of drawing shots from concealed German snipers, whose positions were then located.

Shanghai Baptist College Notes

On Thursday evening, Mr. Day, who is a member of the Buchman evangelistic party that is travelling through China, spoke to the Personal Workers' Group at the College. His speech dealt with the value of personal work and the methods that have been found most successful in carrying it on.

The teams have been chosen for the annual debate between the two divisions of the Literary Society. The debate will take place some time in the first part of January and will be on the subject, "Resolved that co-education should be adopted in Chinese colleges as soon as the necessary equipment can be secured and organisation effected."

Sixteen of the College students have definitely announced their intention of becoming medical students. Of the sixteen, two are in the senior class, one in the junior class, five in the sophomore class, and eight in the freshman class. One man has decided to take his medical work under the China Medical Board without reference to any particular location, three are going to the Yale Medical School in Changsha, four are going to Peking for their work, and two are planning definitely to go to America. The other six men have not yet reached a decision as to where they want to take their medical courses.

Under the direction of Professor James B. Webster, the senior and junior classes are taking up a series of investigations and discussions on education in relation to the psychological, biological, economic, protective, recreational, social, cultural, moral, and religious factors in Chinese life. These studies are intended to give the student a comprehensive view of the range of educational problems and the relation between modern education and the living conditions in China.

A squad of about twenty men under the direction of Professor Kulp, an old Brown University football star, is practising American football. Prof. Kulp has been teaching them the rudiments of the game, kicking, passing, handling the ball, and simple formations. The men are taking a great interest in the new game and several of them are showing marked ability.

SUGAR REFINERIES RUINED

Germans Looted Those In Noyon —May Restore Dozen

Noyon, France, September 10.—An inventory of the forty sugar refineries in the territory liberated from German occupation this year shows that ten or twelve of them can be restored without difficulty. The rest are nothing but shapeless masses of debris. The Germans stripped all these refineries of everything in the nature of bronze, brass or copper, taking entire machines where practicable, and breaking others up to get the most useful metal out of them.

The sugar beet land in the vicinity of these refineries has been belabored by shells, many of which, unexploded, must be extracted before the cultivation of the soil will be safe.

JAPAN CAN'T SEND TROOPS, SAYS KATO

Former Foreign Minister Declares Country Lacks Ships And Funds

Tokio, October 27.—"The despatch of Japanese troops to take any effective part in the war on the European front is impossible," declared Viscount Kato, former Foreign Minister of Japan, and president of the opposition party in the Japanese Diet. He was speaking in a conversational address at a meeting held by the people of Nagoya at the Nagoya Bankers' Club Thursday evening. Ex-Foreign Minister Kato continued:

"When I was in office last time, I studied the question upon evidence submitted to me by the authorities of the army and navy, so that I might be ready to reply properly if the Allied countries made such a request of Japan. Should Japan send any troops to the European front at all, the number should not be so small as 50,000 for such a small force will not give any tangible effect to the state of the war. We must send half a million soldiers at least if we send troops at all. If so we have not enough bottoms to convey these troops, nor have we enough money to feed such a big force of troops far away from our own country, for each of these soldiers costs us about Yen 50 a month at least, or Yen 4,000,000,000 a year. Such a big war expense Japan cannot bear under her present financial conditions. As it is the despatch of Japanese troops to take any effective part in the battles in Europe is impossible."

Then Viscount Kato expressed his belief that the Allied forces will win the final victory without such military aid from Japan.

Quoting letters from his friends abroad, Viscount Kato said that the war is now one of the annual events in the British calendar and that no Englishman now asks when the war will be over, but all the British people are firmly determined to fight the war out. Equally strongly determined are the French too who, like the British, are now further encouraged by the entry of the United States into the war. Even if Russia concludes a separate peace with Germany that will not affect the war condition to any serious degree, said Viscount Kato, because the Russians as a matter of fact are not fighting at present.

YALE AND CORNELL OPEN

Both Show A Marked Decrease In Numbers Because Of War

New Haven, Sept. 27.—Yale opened its 218th academic year today with a registration, out by war conditions from 3,300 to 2,000 or slightly more than one-third. All departments except the medical school, where the enrollment is about the same as last year, show large losses, especially the college, which drops from 1,502 students to about 800. The entering classes in the college and the Sheffield Scientific School number about 300 each, being from 75 to 80 per cent of the normal registration. The sophomore class in the college will have about 250 men, the junior class 175, and the senior class about 100.

The teaching force also is largely diminished, leaves of absence having been granted to over forty members of the faculty for war work.

To the students gathering for registration and opening of courses, President Hadley today gave a message. In part he said:

"I am confident that every Yale man will take his share of the burden of maintaining Yale and Yale standards this year, and that at the end of the war the university will be a better place of education than ever before."

President Hadley enumerated that various units for which the students may prepare themselves, and if not able to enter these, the various civilian bodies which are co-operating in war service. In conclusion he said: "With one-third of our men absent, the responsibility for maintaining Yale rests on the shoulders of the other two-thirds."

Ithaca, N. Y., Sept. 27.—Cornell opened today with an enrollment 1,300 below that of last year. The bulk of the loss was in the upper classes President Schurman in an address urged economy in food and dress and supreme attention to studies as a duty to the nation.

As the dark days arrive better illumination becomes a necessity, lamps in use have blackened, give less light and consume more current.

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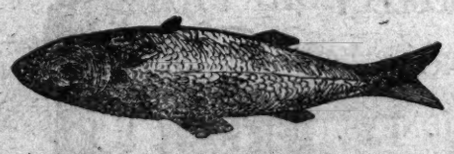

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SHANGHAI-NANKING RAILWAY

ABRIDGED TIME TABLE, IN FORCE FROM SEPTEMBER 1st, 1917

Up—Shanghai North To Nanking (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH....dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.05
SOOCHOW ....dep.	..	9.41	11.02	12.20	14.55	18.15	19 20	1.08
WUSIH .....dep.	..	10.21	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW dep.	6.50	11.32	13.16	15 03	17.43	..	21.25	3.10
TANYANG ....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG..dep.	9.16	12.52	14.55	17 17	18.22	..	..	5.06
NANKING.....arr.	11.19	*14.15	16.30	19.13	19.50	..	..	6.50
PUKOW .....dep.	..	$15.30	T.P.R	..	..	..	..	..
TSINANFU ...dep.	..	8.06	Second	..	..	..	..	..
TIENTSIN .....arr.	..	1?.31	Day	..	..	..	..	..
CENTRAL.....dep.	..	17.00	P.M.R.	..	..	..	..	..
PEKING .....arr.	..	19.50		..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R	Express R.	Local	Night Express R.S.
PEKING .....dep.	..	..	..	..	..	8.35	P.M.R.	..
TIENTSIN .....arr.	..	..	..	..	..	11.10		..
CENTRAL .....dep	..	..	..	..	..	$.12.00	T P.R	..
TSINANFU ....dep.	..	..	..	..	..	20.31	Second	..
PUKOW .....arr.	..	..	..	..	..	13.00	Day	..
NANKING ....dep.	..	..	7.20	8.05	11.45	*14.20	15.25	25.00
CHINKIANG ..dep.	..	..	9.00	10.11	13 30	16.06	18.16	1.00
TANYANG ....dep.	..	..	9.36	10.59	14.12	16.41	19.08	..
CHANGCHOW dep.	7.00	..	10.34	12.19	15 08	17.39	20.20	3.08
WUSIH .....dep.	8.15	7.10	11.28	13.14	16.00	18.29	..	4.11
SOOCHOW ....dep.	9.35	8.09	12.23	14.54	17.01	19.21	..	5.12
SHANGHAI NORTH ....arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.00

R. Restaurant Cars.
S. Sleeping Cars.

*Connects Pukow with through Siberian Service.

To Shanghai North. (BRANCH LINE) To Woosung Forts.

WOOSUNG FORTS ..dep.	6.50	8.10	11 10	13.15	16.00	18.10	19.50	21.20	SHANGHAI NORTH dep.	6.10	7.30	10.30	12.25	14.50	17.30	19.10	20.40
KIANGWAN dep.	7.17	8.37	11.37	13.42	16.27	18.37	20.17	21.47	KIANGWAN dep	6.21	7.41	10.41	12.36	15.01	17.41	19.21	20.51
SHANGHAI NORTH .. arr.	7.25	8.45	11.45	13.50	16.35	18.45	20.25	21.55	WOOSUNG FORTS..arr.	6.45	8.05	11.05	13.00	15.25	18.05	19.45	21.15

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Ex-press R	Local	Local	Local
Shanghai North.....dep.	....	7.35	9.00	10.00	....	14.50	....	....	....
Jessfield .....dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei .....dep.	....	7.58	9.23	10.29	....	15.13	....	....	....
Lunghwa Junction.....dep.	....	8.15	9.40	10.47	....	15.30	....	....	....
Shanghai South.....dep.	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*16.50*	*17.55*
Lunghwa Junction.....dep.	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.22*	*17.07*	*18.12*
Sunghiang .....dep.	....	8.59	10.48	12.02	....	16 07	17.42	....	....
Kashai .....dep.	....	9.51	11.52	13.28	....	16.53	18 49	....	....
Kashing .....dep.	7.40	10.25	12 30	14.35	....	17.22	19.20	....	....
Yekrah .....dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	....
Changas .....dep.	9.45	11.41	14.00	16.50	....	18 24	....	....	....
Hangchow .....dep.	11.10	12.50	15.25	18.30	....	19.19	....	....	....
Zahkou .....arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Ex-press R	Local
Zahkou .....dep.	....	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow.....dep.	....	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan .....dep.	....	....	....	8.04	9.48	....	11.40	15.20	17.36
Yekrah .....dep.	....	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing .....dep.	....	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai .....dep.	....	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunghiang.....dep.	....	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction.....dep.	*8.18*	*9.43*	*10.23*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South.....arr.	*8.35*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction.....dep.	....	....	....	11.35	14.05	....	17.18	18.20	....
Siccawei .....dep.	....	....	....	11.44	14.14	....	17.28	18.29	....
Jessfield .....dep	....	....	....	11.51	14.21	....	17.37	18.36	....
Shanghai North .....arr.	....	....	....	12.05	14.35	....	17.55	18.50	....

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao...	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....
Ken Shang Mun.	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19 15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao...	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

ANZACS WITHSTAND TORNADO OF SHELLS

Their Flank Exposed By German Attempt To Drive A Wedge Into Haig's Line

SAVED BY DASHING CHARGE

Germans Say Their Army Is Weakened By Inferiority Of Their New Levies

By Philip Gibbs

War Correspondents' Headquarters in Belgium, Thursday, September 27, (delayed.)—The battle which began yesterday morning after a whole day of counterattacking by the Germans in great numbers and of heavy gunfire lasted until nightfall. It did not pass without anxious hours for those in command and trying hours for some of our fighting men.

From the left above Zonnebeke down to the Australian front on the heights of Polygon Wood race course our advance was made with fair ease through a blockhouse system and without severe losses, as they are reckoned in modern warfare. This was accomplished in spite of difficult bits of ground and usual snags, as our men call them, in the way of unexpected machine gun fire, odd bits of trench to which small groups of Germans clung stubbornly, dirty swamps which some of our men could not cross quickly enough to keep up with the barrage, and danger zones upon which the enemy heaped his explosives.

Apart from local vicissitudes here and there during these first hours of the battle, it became clear by midday or before that, from the extreme left of the attack down to the vicinity of Cameron House on the right of the Australians, the general success of the day was complete.

Australian Flank Exposed

The critical situation was on the right of the Australians, due to violent pressure on the British troops there during the previous day and again when our new attack started, so that their line was somewhat forced back and the Australian right flank was somewhat exposed. Hour after hour reports coming from this part of the field were read with some anxiety, when it became known how heavily some of our battalions were engaged. This manace to our right wing was averted by the courage of English and Scottish units and by the quick, skilful, and generous help of the Australian troops on their left. It is an episode of battle which will one day be a historic memory when all the details are told. I can only tell them briefly and in outline.

After terrific shelling on Tuesday the Germans launched an attack at 6 o'clock against our line by Carlisle Farm and Back Watch Corner, south of Polygon Wood, and forced some of the English troops to fall back toward the lone house dirty little swamp of Reutelseek. These boys of Middlesex and other English countries suffered severely. For some time it was all they could do to hold out. Two bodies of fresh infantry were sent up to support them, and by a brave counter thrust under great gunfire restored part of the line so that it was strong enough to keep back any advance wave of Germans by rifle and machine gun fire.

Highlanders Hold Firm

The Argyll and Sutherland Highlanders held out on exposed ground isolated from the main line, and were threatened with being cut off by the assault. They deserve great honor for the heroic way in which they held this ground for many hours that day and night under a harassing fire from "coal boxes" or five point nines, which threatened to wipe out their whole strength. Yesterday they had spirit enough left to renew the attack and to make another attempt to get back the lost ground into which the Germans had driven a wedge.

At the same time the Australians had realised the dangerous situation which exposed their right flank, and they directed a body of their own troops to strike southward in order to thrust back the German outposts. These Australian troops shared the peril of their comrades on the right and withstood the same tornado of shelling, but in spite of heroic sacrifices did not at first wholly relieve the position of the Australian right, which remained exposed.

After a great attack by the Anzacs in the morning, their line was thrust right out beyond Cameron House, but the English and Scottish troops, which had aslo gone forward in a new attack to the south, were met again by most deadly barrage fire, and checked at a critical time.

I was with some of the Australians yesterday when all this was happening, and when there was some cause for worry. They were unruffled and had not lost confidence for a moment.

"Give us two hours," said one of them who had a right to speak, "and we will make everything as sound as a bell." In those two hours they drew back their flank to get into line on a curve going back toward the lone house, and established defensive posts which would hold off any attack likely to be launched against them.

British Line Straightened

The Tommy boys, as the Australians call the English, fought as they have fought in three years of great battles, and in spite of the ordeal through which they passed they saved the situation on that ground below Polygon Wood, and made it too dangerous and too costly for the Germans to stay. Early this morning the survivors of the German force which had thrust a wedge between our lines past Cameron House crawled out again and our line was straightened.

How the Australians established themselves on Polygon Wood race course and beyond the big mound called Butte I told yesterday. Further north, British units had attacked north of the Ypres-Roulers railway, running at right angles to the Langemarck-Zonnebeke road. On that road, barring the way, was the station of Zonnebeke, now a mass of wreckage fortified with machine-gun redoubts, and further south were the ruins of Zonnebeke Church and village. Across the road was an old inn, called the Windmill Cabaret, which had been almost blown off the map.

The high ground of Hill 40 rises gradually to a hump a hundred yards or so north of the station. It was bad ground to attack, and was strewn with little blockhouses of a newtype, though they are still called pillboxes, after the older and small type of blockhouses. These did not give us much trouble.

Our new form of barrage is the most frightful combination of high explosives and shrapnel that has yet appeared in the war, and it rolled backward and forward about them so that the garrisons huddled inside until our men slipped behind them and thrust rifles or bombs through the machine-gun loopholes, if the Germans had not previously escaped to the shell craters around where they might have more chance.

New Blockhouse Methods

Here I might say that the Germans have already modified their methods of holding blockhouses. While only a few men remain inside, the rest of the garrison is distributed in shell holes on each side, with machine guns in organised craters. Some of these Germans were found by our men, and though many of them had been killed by our gun fire, others remained shooting and sniping until they were routed out.

The worst part of the ground on this line of attack was around the blockhouse called Boston Farm, where there is a swamp so impassable that some British soldiers who tried make their way through it had to work around and up toward Hill 40. Here they came under machine gun fire, and although some of them forced their way up the slope of the knoll on which the inn had stood, they did not quite reach the crest. Meanwhile some of our other troops, attacking round about Zonnebeke, where the ground was swept by machine gun bullets, seized the ruins of the Church and the outskirts of the station yard.

There was heavy shelling by the Germans all day, which caused our line to fall back a little. At 6 o'clock yesterday evening the enemy launched two counterattacks from Zonnebeke and another around Hill 40. Half an hour later some of our battalions moved forward to thrust the enemy back, and at exactly the same time another counterattack of his advanced in their direction.

Wide Belt Of Shellfire

Each body of men was protected by barrage lines of heavy shellfire, and our shells and those of the Germans mingled. They burst together in a wide belt of fury, and for some time neither side could cross it.

Further north were bodies of English troops. They did astonishingly well, advancing from Zevenkote on the right and Schuler Farm on the left to storm the blockhouses on each side of the high road between Langemarck and Zonnebeke, with hardly a check. They found many of the blockhouses badly damaged after the heavy fire that had been poured on each of them, and if they were not damaged the men inside were so shaken up that they were eager to surrender. Apparently they had not expected the attack to follow the hurricane bombardment, because there had been other affairs of this kind before, and they had made no real attempt to get their machine guns into action.

From the slopes of Gravenstafel and Abraham Heights beyond machine gun fire fell upon the English. The enemy's guns were shooting down the gullies between these ridges, but the ground in this part of our attack was taken without grave trouble and without great losses.

Saxon Prisoners Despondent

Most of the prisoners taken on this ground were Saxons, and those I have seen marching down to captivity, which they prefer to the field of battle, were men of good physique and smart soldierly looks. It is astonishing how quickly they recover from the effects of the bombardment and the great horror of battle as soon as they get beyond the range of shellfire. But they were gloomy and disheartened. The officers especially acknowledge that things are going badly for Germany, and say there is, for a time at least, until the new class ready, a dearth of men of fighting age, so that the drafts they get are miserable and unfit. They are overwhelmed by the thought of the monstrous gun power which we have brought to bear against them to counteract their own artillery, which once had the mastery.

The Germans were also struck by the audacity of our air service. Certainly our flying men have been doing all in their power to make life intolerable on the German side of the lines. I have already described how they went out Tuesday night and broke up columns of men marching to attack us.

One of these birds found a different kind of prey. It was opposite the Australian front, where a team of German gunners was getting a gun away. An airman blew low over the heads of the gunners, played a machine gun on them, and dropped bombs. He smashed the gun limber and laid out the gunners. The gun remains there, with the bodies of men and horses around it.

Today, our beyond Ypres, I saw the flights of our men, going out again beyond the German lines for that battle in the air which has never ceased since the battle of Flanders two months ago.

The weather is still in our favor, and there was a blue sky today and a soft golden light over all this Flemish coustryside where our troops go marching up to the lines with hands playing, or lie resting in the hope fields on the way. That old place of horror, the Ysar Canal, reflected the blue of the sky today. In the air was that sense of peace which belongs to the golden days of Autumn, but the guns were loud and their shells went crying through the sky.

Royal Prisoners Of Russia

Nicholas Romanoff, formerly Nicholas II, Emperor of all the Russias, photographed with his daughters. The children of the ex-Tsar are always lively and indulge in noisy games, in which the Grand Dutchess Olga shares, despite her twenty-two years. The royal family is now at Tobolsk, Siberia.

Russian Peasants Show Favor of Tsar's Return

London, October 24.—Owing to the attitude of a number of peasants, who have been gathering in front of the ex-Tsar's residence, singing hymns and otherwise demonstrating in favor of the Romonovs, the Provisional Government is considering the removal of Nicholas and his family from Tobolsk.

The incident is significant as showing that some of the Russians would even have the Tsar back if his return would result in the re-establishment of a stable government.

POLISH JOIN FRENCH

Cheers Greet New Volunteers From Russian Army in France

With the French Armies, September 20 (delayed).—The first detachment of Polish volunteers from the Russian brigades which have been serving in France has reached the special training camps where a Polish army is being trained. The train which carried them across France was ornamented with French and Polish flags and the men themselves though still wearing the Russian uniform had pinned Polish cockades to their breasts.

Everywhere it passed the train was cheered by the French villagers and townspeople. One of the most emotional scenes occurred at a certain station where twenty German Poles, prisoners of war, were unloading cars. Their astonishment at seeing the Polish flag floating over the French and Russian uniform was touching.

When they learned that a polish army was being constituted they implored their comrades to take them with them. The officer in command had great difficulty in explaining that this was contrary to international rules of war, but he added that they would all meet again after the war in a reunited Poland.

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A WORD OF CAUTION

DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

Think for a moment what happens when the kidneys do not act properly.

These impurities stop in the system. They are poisons, and cause more different kinds of trouble than any other sort of poison, for they saturate every nerve and tissue.

But Doan's Backache Kidney Pills are the special kidney helper. They act only on the kidneys and bladder, and they heal and correct their action in a gentle way. That helps the kidneys to properly filter these poisons out, and when this is done you will be well in every fibre.

You may be ill, and never have suspected your kidneys as the cause. If so, note carefully whether their action is normal. Is there a sediment? Is there rheumatism, neuralgia, sciatica, gravel? Are you excitable and nervous, sleepless and irritable? Is the stomach right? Do your limbs swell (dropsy)? Have you no ambition, no life?

These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

DOAN'S BACKACHE KIDNEY PILLS

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SEES NO DIFFICULTY IN CHANNEL TUNNEL

Sir Francis Fox Calls Long-Cherished Project Perfectly Feasible

COULD BE BUILT IN CHALK

Tube Might Be So Constructed As To Permit Flooding In Emergency

The best method of building the long discussed Channel tunnel connecting England and France, and the great benefits which would accrue from establishing all-rail communication between England and the Continent are discussed by Sir Francis Fox in a paper in the current number of The Geographical Journal. Sir Francis is a leading engineering authority in England, well known among other things for his connection with the great Simplon Tunnel through the Alps. It is his opinion that the construction of a tunnel or submarine railway underneath the English Channel would present few, if any, difficulties.

The geological conditions for such a work are altogether favorable. It is an established fact that England once formed a part of the Continent of Europe, and the geological strata on both sides of the Channel are identical. The white chalk cliffs of England and France in the neighborhood of Cape Grisnez rest on a lower bed of gray chalk, 200 feet thick, which in turn rests on a sound bed of gault. Both these beds are well adapted for tunnel construction. They are almost entirely impervious to water, and the materials of which they are composed closely resemble those employed in the manufacture of Portland cement.

Discussing the route and shape which the tunnel would take, Sir Francis says:

"In deciding upon the actual route of the Cannel tunnel the one great precaution which has to be, and has been taken is to keep the work well within the thickness of the gray chalk; but as the line may, near the two coasts, have for a short distance to run out of this bed, it is so arranged as there to enter the gault, which is another equally good and water-tight material. Owing to the observance of these precautions, the tunnel will not make a "bee line" from England to France, but the slight sinuosity of curve introduced is otherwise of no importance.

"In the Channel above the sea bed, the maximum depth of water would be from 160 to 180 feet, and as we shall be asked to leave undisturbed such a cover of chalk over the roof of the structure as will guard against any possible hostile contingency, this solid protection has been fixed at a minimum of 100 feet.

"The tunnel would consist of two tubes as in the case of the great Simplon Tunnel (12½ miles in length) in the Alps. The reasons for adopting twin tunnels are numerous. They include better facilities for ventilation, drainage, repairs to the structure and permanent way when required during traffic, as well as greatly increased safety in case of derailments."

The "up" tunnel and the "down" tunnel, each 18 feet in diameter, would run parallel and would be connected with each other at intervals of 200 yards by oblique cross tunnels

The tunnel could be worked, ventilated, and pumped by electricity supplied from a power station in Kent, possibly ten miles inland," Sir Francis continues. "The problem of ventilation when regular traffic is running will consequently be comparatively simple, no combustion of coal on the railway being necessary. The tunnel would be maintained under the authority of the War Office, and a dip in the level of the rails, forming a 'water lock'—by which the tunnel could in case of emergency be filled with water from floor to roof for a length of a mile—would also be under the control of the commandants of Dover Castle and the neighboring forts. This water would not injure the tunnel works, and it could only be pumped out by the energy developed at the power station inland. Entrance and exit of both tunnels would likewise be under the gunfire of all the forts and of vessels in the naval harbor of Dover."

The proposed English Channel tunnel would make possible a direct run from London to Paris in less than six hours, with trains starting under a headway of ten or even five minutes. As the gauges of the English and French railways are very similar, freight could be transported from England to almost any part of France without unloading or transferring it during the journey. Almost the same thing is true of Belgium, Holland, Spain, Italy, Germany, Austria-Hungary, and European Turkey; whose railroads present little or no difficulty as to gauge or minimum structures. The Orient Express connection would be able to leave London at noon, run straight to Paris, and then pass through Germany and Austria-Hungary to Bucharest, or through Bulgaria to Constantinople. Similarly, all rail connections could be provided from Charing Cross to Petrograd and other Russian cities by way of Brussels, Berlin, and Konigsberg and on to the Far East and the Southern Crimea by way of the Seberian Railway Express. The great network of railroads which covers Europe would be linked up in intimate union with the English railways, and travelers from London would be able to reach not only the most distant places throughout the whole of Europe, but the most eastern parts of Asia, North and South Africa, India, and China without leaving the railway systems of the world.

Vessels In Harbor And At Woosung

Arrived	from	Ship's Name	Tons	Flag	Agents	Berth
Nov 1	Hankow	Albonga	1769	Ger.	Carlowitz	KND
Oct 31	Hongkong	Anhui	1555	Br.	B. & S.	CNW
Aug 4	Hongkong	Bohemia†	4282	Aus.	Aus. Lloyd	B VII
Oct 13	Singapore	Brodholme	3679	Br.	S.I. & C. S. Co.	YTPD
Aug 5	Hongkong	Unin†	3865	Aus.	Aus. Lloyd	BIX
Aug 8	Hongkong	Rickmer*	4651	Ger.	H. D. & Co	KNDW
Nov 2	Japan	Don Neil	1344	Am.	P. & Co.	HSWGC
Oct 27	Nanking	Fortuna*	182	Ger.	H. D. & Co	KNDW
Nov 4		Grayson		Am.		
Oct 30		Harold Dollar	2898	Br.	R. Dollar	Int. D. W.
Nov 2	Foochow	Hsinchi	1385	Chi.	C.M.S.N.Co.	KLYW
Nov 2	Tientsin	Hsinming	1428	Chi.	C.M.S.N.Co.	KLYW
Sept 25	Keelung	Iimgard	614	Am.		ODW
Oct 29	Japan	Kojun maru	1504	Jap.	M. B. K.	MBKW
Oct 30	Chinwangtao	Kiangping	1222	Chi.	K. M. A.	KMAW
Nov 1	Hongkong	Kwangtsb	1536	Chi.	C.M.S.N.Co.	KLYW
Nov 2	Hankow	Kiangyung	1451	Chi.	C.M.S.N.Co.	KLYW
July 1	Hankow	Leidah*	1682	Ger.	Melchers	US
July 30	Hankow	Leiles*	1682	Ger.	Melcher	US
Oct 31	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
Nov 2	Japan	Nissho maru	842	Jap.	Furukawa Co.	
Nov 2		Nikkai maru		Jap.		
Sept 27	Cruise	Pacific	727	Dan.	G.N.T.Co	7 p
July 30	Tsingtao	Silkian*	1840	Ger.	H.A.L.	KNDW
July 30	Hongkong	Silesia†	8318	Aus.	Aus. Lloyd	Int. D.W.
Oct 4	Cruise	Store Nordiske	596	Dan	G.-N. T. Co.	9 p
Oct 24	Japan	Shyori maru	478	Jap.	M.B.K.	OD
Nov 2	Tientsin	Tungchow	1263	Br.	B. & S.	CNW
Oct 19	Hongkong	Wingsang	1617	Br.	J. M. & Co.	YZPDW
Oct 29	Japan	Wakanoura maru	1495	Jap.	N.Y.K.	CMLW

*Taken over by the Chinese Government on March 14.
†Taken over by the Chinese Government on August 14.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
MMB	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
BNB	Oct. 26	Yangtze	Kinsha	Br. g-b.	160	..	..	
6 P	Oct. 26	do	Nightingale	Br. g-b	85	..	..	
ODW	Sept. 24	Cruise	Monocacy	Am g-b.	..	.	..	
P&OB	Apr. 14		Samar	Am g-b.	243	4	53	Brown
6 P	Aug. 24	Cruise	Woodcock	Br g-b	150	..	..	

Wedding

Feeley-Murray-Kidd

The joyous ring of wedding bells at St. Joseph's Roman Catholic Church, yesterday afternoon, announced that Miss Winifred Murray-Kidd of Shanghai was given in marriage to Mr. James Feeley, son of Mr. and Mrs. John Feeley, Arboe, Stewartstown, Co. Tyrone, Ireland. The bride, who was given away by Mr. A. G. Elder, was charmingly attired in a dress of white charmeuse, embroidered with seed pearls, wore a veil held in place by orange blossom buds and carried a sheath bouquet of white roses.

Mr. Edward Carroll performed the duty of best man and Mrs. F. G. Shirdan acted as matron of honor. The bridesmaids were the Misses Lucy and Rhoda Murray-Kidd, sisters of the bride, Miss Helen Shirdan and Miss Evelyn Begley, cousin of the bride. The ushers were Mr. L. Fernie of Butterfield and Swire and Mr. K. Begdon, of the Asiatic Petroleum Co. The bridal choruses were rendered by Mr. R. Charton on the organ.

At the conclusion of the ceremony, a reception was held at the residence of Mrs. F. G. Shirdan, where Mr. and Mrs. Feeley received the congratulations of their many friends.

Among the many presents received were a beautiful Irish tea service, bearing the shamrock and a large inscribed canteen of cutlery, from the staff of Butterfield and Swire. An elaborate wedding dinner was served. About 11, the bride and bridegroom left by train for Hankow, where the honeymoon will be spent. Piper Begdon played the couple away to some lively Irish and Scottish music.

Siccawei Weather Report

2.—The barometers have rapidly risen in our regions, while they have considereably fallen in Japan. N.E. squalls with some more rain and fog in China.

3.—Weather slowly improving. Sky still overcast and misty. Barometer rising.

Saturday, November 4, 1917.

WEATHER	4 a.m.	9 a.m.
Bar. at Centg., mm...	766.76	765.82
Bar. at Centg., inches.	30.15	30.15
Variation mm for 12h	−1.95	−2.53
Variation mm for 12h	−0.41	−0.39
Wind—Direction	NE	NE
Wind—Kilom per hour	5	6
Wind—Miles	3.1	3.7
Temperature—Cen ...	11°9	15°0
Temperature—Fah ...	53.4	59.0
Humidity: co	99	85
Nebulosity 5-10	10	10
Rainfall mm	0.5	0.3
Rainfall inches	0.02	0.01

Shipping Items

The I.-C. s.s. Koonshing left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Yingchow left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K s.s. Tachang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Tungting left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Haean will leave Foochow for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Shengking will leave Hongkong for Shanghai today.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Shuntien will leave Tientsin for Shanghai, via Chefoo and Weihaiwei on Tuesday, Nov. 6.

The C.N. s.s. Chenan will leave Hongkong for Shanghai on Tuesday, November 6.

Vessels To Arrive

From London
Kashima Maru ..... Nov. 17
From San Francisco
China ..... Nov. 6
Ecuador ..... Nov. 17
From Tacoma
Chicago Maru ..... Nov. 8
From Seattle
Tokiwa Maru ..... Nov. 12

GIRLS WHO GROW LISTLESS

A girl can grow too quickly. In her 'teens she should be passing smoothly from girlhood to womanhood. She needs all her blood for development.

One north-country mother had a daughter of fourteen, whom everyone turned to look at. She was tall, straight and beautiful. All the neighbors praised her good looks and charming ways. But at home, where there was only her mother to see, she was pettish, excitable, and restless. She could not sit still. She had a poor appetite—except for sweets. Instead of being happy to lend a hand in the house, she was languid and tired, trailing upstairs with a hand on her back. Soon there began to be days when she could not get up. Her cheeks and lips were pale, and she was out of breath after the least climb.

Someone said to her mother, "That girl is anæmic. She is making bone instead of blood. If you let her go on, you will have an invalid on your hands. Give her Dr. Williams' pink pills for pale people; they have saved many a girl in that state." The mother took the hint and in a little while she had her reward—a healthy daughter, who was a promising woman. Take the hint yourself and begin Dr. Williams' pink pills today. They are obtainable from chemists everywhere, also 1 bottle for $1.50, 6 for $8.00 from the Dr. Williams Medicine Co., 96 Szechuen Road, Shanghai.

THE DELINEATOR

ONE YEAR

AT OUR SPECIAL RATE. GOOD FOR TWO WEEKS ONLY.

CALL OR PHONE FOR THE DETAILS.

SQUIRES BINGHAM CO.

"THE STORE OF QUALITY."

China Realty Co., Ltd.

39 Nanking Road.

HOUSES FOR SALE

Several newly—constructed residences in both International and French settlements.

HOUSES FOR RENT

On Yu Yuen Road, Avenue Roi Albert, Rue Molier.

FOR SALE

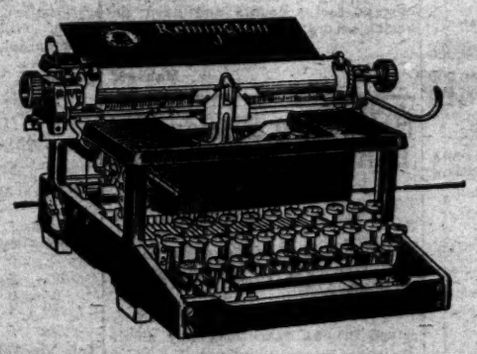
Fine Building lot on Jessfield Road: contains over 11 mow. An ideal lot for building a home.

For particulars apply to

China Realty Co., Ltd.

39 Nanking Road.

"Built for the Doctor's Office"



The Remington "J" Typewriter.

has every quality and every feature that the Doctor needs—nothing that he doesn't need.

It is light. It is portable—weighs only 14 pounds. It is compact—so small it occupies little room. It has all the speed of any Standard Typewriter—all the speed that your skill or anybody's skill can give it—but above all it is **simple.** It is built first and foremost to supply the **special needs of those who will learn and operate their own machine.**

See the Remington "J" demonstrated.

TO SAVE TIME IS TO LENGTHEN LIFE — STANDARD — TRADE MARK — REMINGTON TYPEWRITER

MUSTARD & CO.,

AGENTS

22 Museum Road Shanghai

GOLUMBIA DAY CELLS

Specially Designed For the China Market

Absolutely Moisture-proof

The Standard For Telephones And Bells

For Motor Cars Motor Boats Stationary Engines

For Sale by Dealers and by

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4 Yuen Ming Yuen Road, Telephone 778

Sole Agents for

National Carbon Co. Cleveland, Ohio.

BE UP-TO-DATE AND WHEN COOKING DO IT ELECTRICALLY

BECAUSE It is the Cheapest method.
" " Cleanest "
" " Easiest "

Ane because Food cooked by Electricity tastes better than food cooked by any other method.

A special low price per unit is charged for cooking.

Cookers may be hired at Tl. 0.50 per month.

MUNICIPAL ELECTRICITY DEPARTMENT

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"BEAR BRAND" STERILIZED BERNESE ALPS MILK

"THE RICHEST OF ALL TINNED MILKS TESTED" says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

THE BERNESE ALPS MILK CO.

1 Foochow Road.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, November 3, 1917.

Money And Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 98½=Tls.	1.02
@ 72.7=Mex.	$1.40
Mex. Dollars Market rate	72.3875
S'hai Gold Bars: 978 touch Tls.	280
Bar Silver	41⅛
Copper Cash ..... per tael	1781
Sovereigns:	
Buying rate @ 4/1=Tls.	4.90
exch. @ 72.7=Mex.	$6.74
Peking Bar	—
Native Interest	.08

Latest London Quotations

Bar Silver	45⅛d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London ....Fr.	27.52
Ex. N. Y. on London ....T.T.	$476⅜
Consols ..... £	—

Exchange Closing Quotations

London	T.T.	4/1
London	Demand	4/1⅛
India	(nominal) T.T.	286
Paris	T.T.	561
Paris	Demand	562
New York	T.T.	97¼
New York	Demand	97⅜
Hongkong	T.T.	70½
Japan	T.T.	53
Batavia	T.T.	226½

Banks Buying Rates

London	4 m-s. Cdts.	4/3
London	4 m-s. Docy.	4/3⅛
London	6 m-s. Cdts.	4/3⅛
London	6 m-s. Docy.	4/3⅜
Paris	4 m-s.	583
New York	4 m-s.	101

Customs House Exchange Rates For October

Hk. Tls.	4.30 @ 4/2⅛		£2
,,	1 @ 575 =	Francs	6.41
,,	1 No quotation	Marks	†5.23
,,	0.91 @ 99½	Geld	$1
,,	1 @ 51½	Yen	2.16
,,	1 @ 15	Rubees	3.49
,,	1 @ 656†	Roubles	7.31
,,	1 @ 1.50	Mex.	$1.50

†Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, November 3, 1917.

Unofficial

Kungyik Cotton Tls. 15.25
Anglo Dutch Tls. 4.60
Kota Bahroes Tls. 7.75

London Rubber Market

Reuter's Service

London, November 1.—Today's rubber prices were:—
Plantation first latex crepe:
Spot: 2s. 8¾d. paid.
January to March: 2s. 9¾d. buyers.
Tendency of market: steady.
Previous Quotation, London, October 31:—
Spot: 2s. 8¾d. value.
January to March: 2s. 9¾d. buyers.
Tendency of market: steady.

BANK OF ENGLAND

Reuter's Service

London, November 1.—According to the Bank of England returns, the proportion of reserve to liabilities is 19 per cent.
Bank of England rate of Discount 5%.

COTTON MARKET

Reuter's Service

London, November 1.—Today's cotton prices were:—

Good middling Americans	22.27d.
January	21.33d.
May	20.73d.

LOCAL SHARE MARKET

Messrs. J. P. Bisset & Co., write as follows in their weekly share market report:—
Dullness prevails on the Stock Exchange and the few transactions recorded represent but a small turnover. Prices on the whole, however, remain steady, and there is no general disposition on the part of holders to sell at a sacrifice. Any "bargains" offering are readily snapped up. Tightness of money and high exchange continue to be the dominant factors in the present situation.

BAR SILVER

Reuter's Service

London, November 1.—Today's silver prices were as follows:—
Bar Silver Spot: 45⅝d.
China profittaking increased. American offers, Easier.
Last Quotation, London, October 31:
Bar Silver Spot: 45⅝. More offering. Buyer satisfied. Quieter.

"BICKERTON'S"

PRIVATE HOTEL
Established 22 years.

101 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light Tel. W. 1271.

Silk Market Report

Messrs. Wm. Little & Co., write as follows in their weekly silk market report:—
Our last report was dated 26th ult.
White Silk.—The market has ruled very quiet and the tendency is towards lower rates again.
Tussah Filatures 8 coc.—This market is flat and considerable concessions on last prices could be obtained.

October Rubber Outputs

	lbs.
Samagaga Rubber Co., Ltd.	16,445
Tebong Rubber and Tapioca Estate Ltd.	73.000
Chempedak Rubber and Gambier Estate Ltd.	10,300
The Chemor United Rubber Co., Ltd.	20,136
The New Amherst Rubber Estate, Limited	3,112
Repah Rubber and Tapioca Estate, Limited	11,800
Gula-Kalumpong Rubber Estates, Limited	116,000
The Shanghai Klebang Rubber Estate, Ltd.	11,970

ANTI-TRUST LAWS WAIVED

Questions raised as to the standing of recent price agreements under the anti-trust regulations bring the response from Washington that these laws virtually have been suspended by force of war necessity. The government considers itself a party to these agreements which are construed broadly as not being in restraint of competition. In this connection evidences have appeared too numerous to be explained away by overhanging negotiations that some makers are not acting in full accord with the price agreement with the government.
This has been conspicuously true in the eastern territory where various sales of structural shapes have been made with little deviation from recent high prices. In other instances extraordinary extras have been quoted over the new base figure on plates. Some makers pursuing such policies were not represented at the recent meeting at Washington at which the agreement was made ostensibly by the entire industry. On the whole, however, the great majority of the mills and furnaces are disposed to act in complete harmony with the arrangement with the federal authorities.
It is clear the government and its allies will obtain their steel at the new prices. How the outside trade will fare in the division of the remaining tonnage is the big question that the future alone can answer. As the system governing the priority of iron and steel products and their manufacture assumes definite form it becomes more apparent that the question of delivery will continue to overshadow that of price. The practical absence of cancellations of high-priced tonnage now on makers' books and the few attempts in this direction, manifest an appreciation of this fact by the average buyer.—*Iron Trade Review.*

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR,

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First - Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling
Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & CO.

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
P. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.
Interest allowed on Current Deposit Accounts, according to arrangement.
Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mongtse	Singapore
Djibouti	Noumea	Tientsin
Pondichery	Peking	Tourane
Haiphong	Papeete	
Kiaukou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme
Paid-up Capital .....Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Souverner Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.
Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.
Every description of banking and exchange business transacted.

M. DEMEWS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy Chairman.
Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted.

C. C. WONG,
Mng. Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital:	
Chinese Government	10,000,000.00
Chinese Mercantile Community.	2,312,500.00
	$12,312,500.00
Reserve Fund	1,892,564.85

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG,
Manager.

Banque Industrielle de Chine

Capital .....Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.
Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	„ 36,000,000
Reserve Fund	„ 22,100,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Seattle
Changchun	Lyons	Singapore
Dalny	Mukden	Sydney
Hankow	Nagasaki	Sinanfu
Harbin	Newchwang	Tiehling
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kobe	Peking	Tsingtau

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (June, 30, 1917)	$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.
Credits granted on approved securities. Bills discounted.
Current accounts in both taels and dollars with interest, may be opened on application.
Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	U.S. $1,348,000.00
	U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461 (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches.

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Dejember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.
The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.
Current accounts kept in taels and dollars.
SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.
Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.
Interest at the rate of 3½ per cent per annum will be allowed or the monthly minimum balance Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.
Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
Office Hours—10 a.m. to 2 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. O. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager
7 Nanking Road 9787

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.
PAID-UP
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted on approved securities, and every description of Banking and Exchange business transacted.

H. TAO,
Manager.
Y. M. CHIEN,
Sub-Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital	Yen	30,000,000
Capital (Paid-up)	Yen	18,750,000
Reserve	Yen	2,800,000
Deposits	Yen	150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi Kure, Niihama, Hiroshima, Yanai Shimonoseki, Moji, Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA.
Manager.
Tel. No. 2359 } (Sumitomo Bank).
Tel. No. 2360 }
Tel. No. 4663 (Compradore Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO HAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road
Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Credits granted on approved securities.

Y. R. SUN,
Manager.
W. D. HAN,
Sub-Manager.

Business and Official Notices

The Far Eastern Insurance Co., Limited

The above Company having been duly incorporated under the Hongkong Companies Ordinances 1911-1915, and also having been duly authorised to commence business, is now prepared to issue its policies against all classes of Fire, Marine, War and Flood Risks at current rates of premium.

Messrs. Edward Ezra & Co.

and

Messrs. F. C. Heffer & Co.

have been appointed *Fire* Agents and Sub-Agents respectively and are authorised to issue policies against Fire Risks on and after this date at current rates of premium.

By order of the
Board of Directors.
W. S. JACKSON,
General Manager.
Shanghai, 1st November, 1917.
Temporary Head Office,
No. 1 The Bund, Shanghai.

The Far Eastern Insurance Co., Limited

Having this day been appointed Agents for the Fire Insurance Branch of the above Company, we are prepared to issue policies at current rates.

EDWARD EZRA & CO.,
7 Jinkee Road.
Shanghai, 1st November, 1917.

The Far Eastern Insurance Co., Limited

Having this day been appointed Agents for the Fire Insurance Branch of the above Company, we are prepared to issue policies at current rates.

F. C. HEFFER & CO.,
24 Kiangse Road.
Shanghai, 1st November, 1917.
15696

The Cathay Trust, Limited
(in liquidation)

HOLDERS OF ORDINARY shares are hereby notified that a second dividend, of Taels 2.00 per share, has been declared and will be payable at the offices of the Liquidators, No. 10 Canton Road, Shanghai, on and after the 1st November, 1917, against production of the Liquidators' Certificates for endorsement.

F. N. MATTHEWS,
J. C. DYER,
Liquidators.
15699

Prof. I. K. Seto
EXPERT MASSEUR
(15 years practice in America.)

Electric and Steam Vapor and TURKISH BATHS for ladies and gentlemen. Hours from 10 a.m. to 12 p.m. 25 North Szechuen Road, opposite Quinsan Road, Shanghai.
15338

STEAMERS

For Sale or Charter. Only genuine applications will be entertained and references required.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Steamers for Charter

Far Eastern Trade routes only. References required from applicants.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Freight Space

Offered from Japan to Seattle, Vancouver, San Francisco, New York and any Overland Common Points.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Properties For Sale

Chinese dwelling houses near North Szechuen Road Extension, and on east of Seward Road.

A foreign-built dwelling house near North Szechuen Road Extension.

Land For Sale

2 Mows near North Szechuen Road Extension.

4 Mows on Route de Say-Zoong.

For particulars apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN, 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum, payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24a Kiangse Road, to whom all inquiries should be addressed.

By order,
N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, March 23, 1917.
15531

ADMINISTRATOR'S NOTICE

Having been appointed Administrator for the estate of Miss Mattie Pounds, deceased, I ask that all claims against the estate be presented to me for settlement. Please address me at Nantungchow, Ku.

FRANK GARRETT.
15693

ANNOUNCEMENT

"V" MODES

NO. 20 NANKING ROAD,

Flat No. 4.

Ladies' blouses and lingerie,

Children's clothing a speciality.

"V" MODES

No. 20, Nanking Road.
15520

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets In Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,
127 Peking Road.

You can't miss our factory: it's right on the road.

MLLE. SPIESS

Marcel Waving, Hair Dressing (any style), switches and transformations made to order.

Manicure for Ladies and Gentlemen

Scalp and face massage

Terms Moderate
OFFICE 58
2nd Floor Astor House

Do you want to
MAKE A PRESENT?
During this week we offer special reductions on
Silks and Pongees
The Cathay Lace Co.
19 Nanking Road, Shanghai
Phone 2064

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, NOVEMBER 4, 1917

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
Europe via Siberia (P. Train)	†Via Pukow		7.00	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Tungchow	8.30		..	..	..	8.00
River Ports	Kiangyung	21.00	..	..	..	..	21.00
Peking and T'sin (Every day)	Train			.	17.00	.	17.0
Tomorrow							
Japan via Nagasaki	Omi maru			..	.	¤20.00	19.30
Europe via Siberia	Via Pukow	A21.00	..	..	18.00	..	17.30
S'saki, Kobe, Yokohama, Canada, U.S.A. and Europe			17.00	.	..	..	17.00
Japan ports	Omi maru	18.3		..	..	..	17.00
Hongkong			17.00	..			
Hongkong and Canton ..	Sunning	21.0		..	16.30	17.00	21.00
River Ports	Kianghsin	21.00		..	..	..	21.00
Chefoo and Newchwang .. .	Paoting	21.00		..	..	..	21.00
Newchwang	Toonan	21.00		..			21.00
Foochow	Hsinchi	21.00	17.00	..	16.30	17.00	21.00
Chefoo		..	17.00	..	..	..	..
T'sin (Daily except Sunday)		..	17.00	..			
Hankow		..	17.00	..			..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tuesday, Nov. 6.							
Weihaiwei, Chefoo & Tientsin	Kingsing	8.30	9.00	..		..	8.00
Weihaiwei, Chefoo & Tientsin	Yingchow	1.30	9.00	..	..	..	1.0
Europe via Siberia (Express)	†Via Pukow	..	7.00	..	..		17(5)
River Ports	Tuckwo	21.00		..	..	..	21.00
Tsingtao, Manchuria & Dairy	Sakaki maru	13.00	..	..	..	..	12.30
Hongkong and Canton ..	Hirano maru	14.30	..	..	..	..	14.00
Hongkong, S. Ports, Australia, Straits, C'lon, India & E'pe	Hirano maru	14.30	..	..	..	..	14.00
Wednesday, Nov. 7.							
Europe via Siberia	Via Pukow	A21.00	..	..	18.00	..	17.30
Japan via Moji	Kasuga maru			..		¤20.00	19.30
Amoy, Hongkong and Canton	Tamsui	21.00	..		16.30	17.00	21.00
Japan Ports	Kasuga maru	18.00	..	..		..	17.00
Amoy and Hongkong		..	17.00	.	..	..	..
Friday, Nov. 9.							
Japan via Nagasaki .. .	Yamashiro m.	..	..	..	..	¤20.00	19.30
Wednesday, Nov. 13.							
Japan via Nagasaki	Chikugo maru	..	..	..	..	c9.00	8.30

† Letters forwarded by this route only when specially marked.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

C Letters and boxes with declared value 8.30 a.m. Parcel post 4 p.m. and money orders 3 p.m. on previous day.

E Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Passengers Arrived

Per I.-C. s.s. Kutwo from Hankow:—Mr. Hall, Mr. Clarke.

Per C.N. s.s. Sunning from Hongkong:—Mr. R. H. Batchelor, Mr. J. S. McEachran, Mr. A. M. Gregorg, Mr. A. G. Wallas, Capt. R. D. Thomas, Mr. A. David, and Mr. Manners.

Per C.M. s Kianghsin from Wuhu:—Miss Wood.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. V. W. I. Waggileef, and Mr. C. N. Glaty.

Per N.Y.K. s.s. Omi Maru from Japan:—Miss A. King, Mr. and Mrs. W. H. Schwerin, Mr. and Mrs. A. N. Rasmussen, Mr. E. J. King, Mr. E. J. Johnson, Mr. D. Maurce, Mr. C. F. Hebenstrsit, Mr. S. J. Halse, Mr. N. White, Mr. W. Whiting, and Mr. C. N. Kan.

DR. JAMES YUKING (Urology only) has removed to F.129 Bubbling Well Road, opposite Race Course.
Hours 10-12; 2-4 Daily.
Phone 4718.
Advice Confidential.
15557

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.
No. 40 Szechuen Road.
13700

Amusements

THE COLLIER GIRLS

PRESENTING A CLEVER CLASSY SINGING DANCING AND TALKING ACT

TONIGHT

AT THE

OLYMPIC THEATRE

Also

JOHN BARRYMORE

IN

"THE LOST BRIDEGROOM"

A Paramount Five-Parts Picture

"The Great Idea"

SHANGHAI IN A LOOKING GLASS

A Variety Entertainment Including an Exhibition of

Local Cinematograph Films

will be given in the

OLYMPIC THEATRE

ON

Saturday, Nov. 10 and Wednesday, Nov. 14

All expenses having been privately subscribed, the **Gross Income** from the performances will be devoted to the **British Women's Work Association and French War Charities** respectively.

Prices $3.00 and $1.00

Booking at MOUTRIE'S Now Open

AMUSEMENTS

APOLLO THEATRE

Programme for November 4th

Mr. L. Mario Rodriguez presents

MDLLE.

MARIE LOUISE STERLICG

MDLLE.

MARIE LOUISE STERLICG

Premiere Danseuse
from the Grand Opera House, Paris

Each evening Mdlle. Sterlicg will give a selection from her classical and antique dances—

Dances for Tonight

"SALOME"
La Danse de Voiles

"Ballet De Sylvia" Pizzicato Leo Delibes — "Zibeida" Danse Perse Filipuchi — "Bacchanale" Dworak

BABY MARIE OSBORNE
that cute kiddie in the Pathe Gold Rooster Film
"SUNSHINE AND GOLD"
and our usual Pathe's Gazettes and Comedies.

Prices $2.00, $1.50, $1.00. *Booking at Robinson's.*

MATINEE, TODAY, at 3 p.m.
"MYSTERY OF THE DOUBLE CROSS" 9th and 10th Episodes

ISIS THEATRE

Corner of Jukong and Szechuen Roads (about 150 yards from Range Road)

TONIGHT! **TONIGHT!**

AND

Today, Matinee at 3 p.m.

SHOWING ALSO

THE CRIMSON STAIN MYSTERY

Episodes 14 and 15

MISS VICTORIA ALEXIME
The only fearless heroine in the world Executing
BLINDFOLDED
On The Flying Trapezes
The Jump of Death
MARIANI AND COMPANY
PRESENTING
The Funniest One-Act Comedies Entitled:
The Mechanical Statues
By the Comedians
MORIS and VINCENT
The Acrobatic Violinists
By Brothers BIAGETTI
and
Dance Fantaisie
By Miss Victoria Alexime, Premiere Danseuse
From the
Royal Theatre of Milan
TONIGHT SHOWING
A Selected Number of Cinema Pictures

Victoria Theatre

Sunday, November 4th, 1917
FOR ONE NIGHT ONLY
STARTING AT 9.15 P.M.
SPECIAL BIG ATTRACTION
"The Fantastics"
STAR VAUDEVILLE ARTISTS

PROGRAMME
PART I.
BERT WILES
The Ragtime Xylophonist.
ALF REDHEAD WILSON
Athletic Humorist.
IVY ALDOUS
Soubrette.
LEONARD NELSON
In two of his own compositions.
BILLIE SEATON
American Comedienne and Diseuse assisted by
RAY TRAYNOR

INTERVAL.

PART II.
NELLIE BLACK AND FERN FRENCH
Musical Moments.
HILDA FELSTEAD
Musical Monologist.
IVY ALDOUS AND FRED KEELEY
Eccentric Dancers.
ELSIE BLACK
The Gypsy Flautist.
LEONARD NELSON

OLYMPIC THEATRE

Thursday, Nov. 8th
FAREWELL CONCERT
BY THE
Two Great Russian Artists
Mirovitch - Piastro
AND
Celebrated Dutch Singer
MARIA LAST
AT THE PIANO
Professor HARRY ORE.

PROGRAMME

I.

1—Sonate E flat major.....*Mozart*
A. Mirovitch, M. Piastro.
2—Sonate C Sharp minor (MOONLIGHT) .... *Beethoven*
A. Mirovitch.
3—La Folia Variations serieuses... *Corelli*
a Fugue A Major..*Tartini-Kreisler*
b Souvenir de Moscou..*Wieniawsky*
M. Piastro.

INTERVAL

II.

4—a Reviens.....*H. Berlioz*
b Secret .....*G. Faure*
c Serenade Toscane.....*G. Faure*
d Quando ti vidi.....*Wolf Ferrari*
e Un verde praticello..*Wolf Ferrari*
Maria Last.
5—a Spring Song .....*A. Mirovitch*
b Campanella .....*Liszt*
A. Mirovitch.
6—Aria "Il re pastore".....*Mozart*
Maria Last, M. Piastro,
A. Mirovitch.

Prices, $3, $2, $1.
BOOKING AT MOUTRIE'S.

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME
For November 4th.

"GREAT WAR FILM"
IN EIGHT PARTS
Depicting Stirring Naval and Military Actions on various fronts. A really wonderful production.

CHANGE OF PROGRAMME
Every Monday and Friday

Matinee Today at 2.30 p.m.

Admission Prices:
30 cts., 20 cts., and 10 cts.,

Sailed from Shanghai

For London, etc.	
Iyo Maru	Sept. 14
Shidzuoka Maru	Oct. 20
For Liverpool	
Benrinnes	Oct. 21
Hitachi Maru	Sept. 4
Kitano Maru	Oct. 14
For New York	
Suruga	Aug. 3
Toyooka maru	Aug. 10
For San Francisco, etc.	
Colombia	Oct. 13
Korea Maru	Oct. 6
Pagan	Oct. 28
Royal Arrow	Oct. 17
Siberia Maru	Oct. 18
For Tacoma	
Hawaii Maru	Oct. 1
Mexico Maru	Sept. 20
For Seattle	
Inaba Maru	Oct. 13
For Vancouver	
Bessie Dollar	Sept. 17
Hazel Dollar	Sept. 3

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov 10	..	San Francisco	Venezuela	Am.	P.M.S.S.Co.
" 13	..	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.
" 19	..	San Francisco	China	Am.	C. M. S. S. Co.
" 26	"	San Francisco	Shinyo maru	Jap.	Alexander

FOR JAPAN PORTS

Nov	6	5.30*	Nagasaki, Moji & Kobe	Omi maru	Jap. N.Y.K.
	8	5.30*	Moji, Kobe & Osaka	Kasuga maru	Jap. N.Y.K.
"	9	3.00	Nagasaki	Penza	Rus. R.V.F.
"	10	7.00*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap. N.Y.K.
"	13	..	do	Chikugo maru	Jap. N.Y.K.
"	15	..	Moji, Kobe & Osaka	Kumano maru	Jap. N.Y.K.
"	17	..	Nagasaki, Moji and Kobe	Yawata maru	Jap. N.Y.K.
"	18	11.00*	Kobe and Yokohama	Kashima maru	Jap. N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Nov	7	5.30*	Liverpool etc.	Hirano maru	Jap. N.Y.K.
	21	1.00	London etc.	Kaga maru	Jap. N.Y.K.
	23	noon	London etc.	Yokohama maru	Jap. N.Y.K.

FOR SOUTHERN PORTS

Nov	4	A.M.	Hongkong & Canton	Kwangtsh	Chi. C.M.S.N.Co
	4	D.L.	Swatow & Hongkong	Annui	Br. B.&S.
	5	4.00	Ningpo	Hsin Peking	Br. B.&S.
	5	4.00	Ningpo	Hsin Ningshao	Chi N.S.S.Co
"	6	A.M.	Foochow	Hsinchi	Chi. C.M.S.N.Co.
"	6	..	Hongkong	Cnina	Am C.M.S.S.Co
"	6	D.L.	Hongkong & Canton	Sunning	Br B.&S.
"	6	4.00	Ningpo	Kiangteen	Chi. C.M.S.N.Co.
"	7		Takao via F'chow & K'lung	Kohoku maru	Jap. O.S.K.
"	8	D.L.	Amoy & Hongkong	Tamsui	Br. B.&S.
"	9	..	Hongkong	Chicago maru	Jap. O.S.K.
"	17	..	Hongkong & Manila	Ecuador	Am. P.M.S.S.Co

FOR NORTHERN PORTS

Nov	4	10.00*	W.h.w C'foo & Tientsin	Tungchow	Br. B.&S.
"	4	A.M.	Chefoo & Tientsin	Hsinming	Chi. C.M.S.N.Co
"	6	D.L.	Chefoo & Newchwang	Paoting	Br. B.&S.
"	6	3.30	Dalny	Sakaki maru	Jap. S.M.R.
"	6	10.00*	Weihaiwei, Chefoo & T'tsin	Kingsing	Br. J.M.&Co.
"	6	A.M.	Newchwang	Toonan	Chi. C.M.S.N.Co.
"	7		Tientsin, Dalny & Tsingtao	Keelung maru	Jap. O.S.K.
"	9	3.00	Vladivostock	Penza	Rus. R.V.F.
"	9	8.00*	Tsingtao and Dalny	Kobe maru	Jap. S.M.R.
"	10	10.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br. B.&S.
"	11	10.00*	Weihaiwei, Chefoo & T'tsin	Yingchow	Br. B.&S.

FOR RIVER PORTS

Nov	4	M.N.	Hankow etc.	Kiangyung	Chi. C.M.S.N.Co
"	5	M.N.	do	Kianghsin	Chi. C.M.S.N.Co.
"	5	M.N.	do	Kutwo	Br. M.&Co.
"	5	M.N.	do	Yohyang maru	Jap. N.K.K.
"	6	M.N.	do	Tatung	Br. B.&S.
"	6	M.N.	do	Tuckwo	Br. J.M.&Co.
"	6	M.N.	do	Siangyang maru	Jap. N.K.K.
"	6	M.N.	do	Tafoo maru	Jap. N.K.K.
"	7	M.N.	do	Kiangtoo	Chi. C.M.S.N.Co.
"	7	M.N.	do	Wuchang	Br. B.&S.
"	7	M.N.	do	Tungting	Br. B.&S.
"	8	M.N.	do	Chungking	Br. B.&S.
"	9	M.N.	do	Poyang	Br. B.&S.
"	10	M.N.	do		

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 3	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KYYW
" 3	Hongkong	Sunning	1570	Br.	B.&S.	CNW
" 3	Hankow	Kutwo	1924	Br.	J.M.&Co.	SHW
" 3	Hankow	Yohyang maru	1917	Jap.	N.K.K.	LPDW
" 3	Hankow	Kiangbsin	2101	Chi.	C.M.S.N.Co.	KLYW
" 3	Newchwang	Toonan	842	Chi.	C.M.S.N.Co	KYYW
" 3	Japan	Omi maru	3222	Jap.	N.Y.K.	NYKB

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Nov 3	Japan	Hakuai maru	1434	Jap.	N.Y.K.
" 3	Hongkong etc.	Nganking	1719	Br.	B.&S.
" 3	Milke	Takaosan maru	1493	Jap.	M.B.K.
" 3		Tungwah	746	Chi.	C.M.S.N.Co.
" 3	Hankow	Tsangtah	475	Br.	C.I.&E.L.Co
" 3	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, November 5, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Capt. Y. Ikeda, will be despatched from pootung N.K.K. wharf on Monday, Nov. 5, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kianghsin Captain J. R. Milligan, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Capt. J. A. Scott, will be despatched from N.Y.K. wharf on Tuesday, November 6, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770, Captain Philip, will leave on Tuesday, November 6, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung, Captain Williams, will leave from the French Bund on Tuesday, November 6, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang, Capt. Pickard, will leave on Wednesday. Nov. 7, at about 12 o'clock midnight. For Freight apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting, Capt. Wavell, will leave from the French Bund on Thursday, November 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77,, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Friday, November 9, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Saturday, November 10, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The Str. Kwangtah, Capt. C. Stewart, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Anhui, Captain Eedy, will leave from the French Bund direct for the above ports of Sunday, November 4, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, November 5, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, Nov. 6, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtszepoo wharf on Nov. 7, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

AMOY and HONGKONG.—The China Navigation Co.'s Steamer Tamsui Capt. J. S. DeWolf will leave on Thursday, November 8, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on November 9, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinming, Capt. H. MacKenion, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Sunday, November 4, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel No. 77, Passage Tel. No. 401.

NEWCHWANG.—The Str. Toonan, Capt. C. Taylor will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and NEWCHWANG.—The China Navigation Co.'s Str. Paoting, Captain P. R. Purslow, will leave on Tuesday, November 6, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Keelung M. Capt. T. Kamiashi, will be despatched from the Co.'s pootung wharf on Nov. 7, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Captain Harris, will leave from the French Bund on Saturday, November 10, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Yingchow, Capt. J. Gibbs, will leave from the French Bund on Sunday, November 11, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMMIDZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kohayashi, will be despatched from on Tuesday Nov. 13, at ——— Though Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee & St, Paul Railway Co. at seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs Jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Lucnyi, Nagankin, Poyang, Tatung, Tungting, Chungking and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Xingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents. 21-23 French Bund.

Freight: Telephone N. 77.
Passage: Telephone No. 401.

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AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
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S.S. ECUADOR ....Dec. 7	S.S. COLOMBIA ....Dec. 15

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two *Bed* staterooms only. No *Upper Berths*. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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"COLUSA"..16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
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For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
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S.S. COLUSA .....Feb. 8	S.S. SANTA CRUZ ..Jan. 20

Safety and comfort of passengers our first consideration. For information re freightor passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.

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(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C. arr. leave.
"MANILA MARU" ...(18,000 tons) Capt. N. Kobayashi, Nov. 12, Nov. 13
For Hongkong arr. leave.
"CHICAGO MARU" ..(12,000 tons) Capt. T. Saito, Nov. 8, Nov. 9

CHINA COASTING LINE
For Tsingtau, Tientsin and Dairen
"KEELUNG MARU" ..(1,569 tons) Capt. T. Kamiashi, Nov. 4, Nov. 7
For Foochow, Keelung and Takao
"KOHOKU MARU" ....(1.569 tons) Capt. M. Oyama, Nov. 4, Nov. 7

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4047, 4234.

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SHIPPING AND FORWARDING AGENTS.
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CANADIAN PACIFIC

OCEAN SERVICES LIMITED
TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

It is not too early

to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver	$546.12	St. Louis	$689.57
Seattle	557.21	Toronto	724.62
Portland	574.13	Buffalo	729.47
San Francisco	629.33	Montreal	750.33
St. Paul	670.94	Boston	753.05
Chicago	697.30	New York	750.28

Fares to other destinations quoted on application.

We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads
Tel. Central 181.

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai v'a Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FOR HONGKONG DIRECT

PROPOSED SAILINGS FOR SAN FRANCISCO.

SHINYO MARU ..... 22,000 tons, from Shanghai, Nov. 26 1917

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Agent*,
North China Insurance Co.'s Building
(Entrance, 71 Szechuen Road.)
'Phone No. 3229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
NOV. 19, JAN. 29, APR. 13,

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
NOV. 6, JAN. 17, MAR. 31,
G. J. PETROCELLI. FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
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"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

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Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to alteration)

EUROPEAN LINE
For London or Liverpool via ports.
*(For Liverpool.)

	Tons		
*HIRANO MARU	16,000	——	Nov. 7
KAGA MARU	12,500	——	Nov. 21
YOKOHAMA MARU	12,500	——	Nov. 25

FOR HONGKONG

TOKIWA MARU	15,500	Capt. K. Ogura,	Nov. 24

AMERICAN LINE.
Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

TOKIWA MARU	15,500	Capt. K. Ogura,	Dec. 14

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	Nov. 6
YAMASHIRO MARU	7,000	Capt. K. Sudzuki,	Nov. 10
CHIKUGO MARU	5,500	Capt. Y Yui,	Nov. 13
YAWATA MARU	7,000	Capt. K. Yasuhara,	Nov. 17
HAKUAI MARU	5,000	Capt. K. Takano,	Nov. 20

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. K. Yagiu,	Nov. 8
KUMANO MARU	9,500	Capt. S. Saito,	Nov. 15

KOBE TO SEATTLE

KATORI MARU	19,000	Capt. B. Kon,	Nov. 12

FOR JAPAN

KASHIMA MARU	19,000	——	Nov. 18

AUSTRALIAN LINE
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
AKI MARU	12,500	——	Nov. 19, 1917
TANGO MARU	14,000	——	Dec. 18
NIKKO MARU	10,000	——	Jan. 15, 1918

CALCUTTA LINE
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai, Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE
(Published by order of the Administration)
0⁰⁰ = Midnight, 13³⁰ = 1³⁰ p.m.
July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
20³⁵	8¹⁵	300	0	dep. Peking arr.	22³⁰	19⁵⁰	10²⁰
23⁴⁵	11²²	6³⁵	. .	arr. Tientsin-Central dep.	19³⁵	17⁰⁰	7²⁰
23⁵⁰	11¹⁷	6⁴⁰	84	dep. Tientsin-Central arr.	19³⁰	16⁵⁸	7¹⁰
0⁰⁰	11²⁵	6⁵⁰	. .	arr. Tientsin-East dep.	19²⁰	16⁴⁵	7⁰⁰
19¹⁰	5²⁰	23¹⁰	524	arr. Mukden dep.	2³⁰	. .	10⁴⁰

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
7¹⁵	11³⁰	—	0	dep. Tientsin-East arr.	—	17⁰⁵	16¹²
7²⁵	11 0	—	2.71	arr. Tientsin Central dep.	—	16⁵⁵	16⁰²
7⁴⁵	12⁰⁰	—		dep. Tientsin-Central arr.	—	16³¹	15⁴⁷
11³³	15⁰⁰	—	78	dep. Tsangchow dep.	—	13³²	12²¹
14⁵⁷	17⁴⁸	—	148	dep. Techow dep.	—	10⁴⁸	9²⁸
18⁰¹	20²¹	—	—	arr. Tsinanfu dep.	—	8⁰⁶	6⁴⁰
7.	:	—	220	:	—	:	8.
8³⁰	20³¹	—	—	dep. Tsinanfu arr.	—	7⁵⁶	18¹²
10³⁹	22³¹	—	266	dep. Taianfu dep.	—	6⁰¹	15⁴²
13⁰⁰	0³⁸	—		arr. Yenchowfu dep.	—	3⁴⁹	13¹¹
13¹⁵	0¹⁸	—	318	dep. Yenchowfu arr.	—	3³⁹	12⁵⁶
15⁵⁶	3¹⁶	—	377	dep. Lincheng dep.	—	1²⁰	10³²
18¹⁶	4⁵⁰	—	—	arr. Hsuchowfu dep.	—	23³⁶	8¹⁰
9.	:	—	420	:	—	:	10.
6³⁰	4⁵⁷	—	—	dep. Hsuchowfu arr.	—	23²⁹	20⁰⁷
11⁵⁰	8³³	—	523	arr. Pengpu dep.	—	19⁵³	14⁴²
12⁰⁵	8⁴⁰	—		dep. Pengpu arr.	—	19⁴⁵	14³²
16⁵⁷	11⁵³	—	600	dep. Chuchow dep.	—	16⁴⁸	9²⁸
18⁴⁸	13⁰⁰	—	631	arr. Pukow dep.	—	15³⁰	7²⁸

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	14²⁰	. .	0	dep. Nanking-Ferry arr.	. .	14¹⁰	. .
23⁰⁰	14²⁰	. .		dep. Nanking arr.	. .	14¹⁵	6⁵⁰
7⁰⁰	21²⁰	. .	193	arr. Shanghai-North dep.	. .	7⁵⁵	23⁰⁰

Yenchowfu-Tsiningchow Branch Line				Lincheng-Tsochuang Branch Line			
9³⁰	13⁵⁰	21³⁰	d. Yenchowfu a.	5⁴⁰	17¹⁰	18⁰⁰	d. Lincheng a.
10³²	14⁵⁵	22³⁵	a. Tsiningchow d.	6⁴⁸	12¹⁹	19⁰⁸	a. Tsochuang d.
				8¹⁰	14¹⁰	21⁰⁰	
				7⁰⁸	13²²	19⁵⁸	

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.
B — train has buffet car with regular meal service
S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.
THE TRAFFIC MANAGER.
Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

BENJAMIN AND POTTS SHARE LIST
Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$600 B.
Chartered	£64 10s.
Russo-Asiatic	R. 250
Marine Insurances	
Canton	Tls. 320 B.
North China	Tls. 110 B.
Union of Canton	Tls. 740 B.
Yangtsze	$205
Fire Insurances	
China Fire	$131 B.
Hongkong Fire	Tls. 310 B.
Shipping	
Indo-China Pref	Tls. 100
Indo-China Def	
"Shell"	107s. 6d.
Shanghai Tug (o)	Tls. 20 B.
Shanghai Tug (f)	Tls. 46½
Kochien	Tls. 35½ B.
Mining	
Kaiping	Tls. 9 B.
Oriental Cons	27s. 6d.
Philippine	Tls. 0.80
Raub	Tls. 2½ S.
Docks	
Hongkong Dock	Tls. 117 B.
Shanghai Dock	Tls. 72 B.
New Eng. Works	Tls. 12½ B.
Wharves	
Shanghai Wharf	Tls. 65 B.
Hongkong Wharf	Tls. 84½ B.
Lands and Hotels	
Anglo French Land	Tls. 81 S.
China Land	Tls. 50
Shanghai Land	Tls. 72½
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd	$9 B.
China Realty (ord)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo	Tls. 162½
E-wo Pref	Tls. 95
International	Tls. 87½ B.
International (pref.)	Tls. 64
Laou-kung-mow	Tls. 60 B.
Oriental	Tls. 36
Shanghai Cotton	Tls. 114
Kung Yik	Tls. 15¼ B.
Yangtszepoo	Tls. 5.70 B.
Yangtszepoo Pref	Tls. 90
Industrials	
Sulter Tile	Tls. 23
China Sugar	$85 S.
Green Island	Tls. 7.40 B.
Langkats	Tls. 12¾ B.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 75 S.
Stores	
Hall and Holtz	$14 B.
Llewellyn	$60
Lane, Crawford	$100
Moutrie	$35
Watson	Tls. 5½ B.
Weeks	Tls. 14 S.
Rubbers (Local)	
Alma	Tls. 10 B.
Amherst	Tls. 1 S.
Anglo-Java	Tls. 9¾ B.
Anglo-Dutch	Tsl. 4½ B.
Ayer Tawah	Tls. 30
Batu Anam 1913	Tls. 1 B.
Bukit Toh Alang	Tls. 3.40 B.
Bute	Tls. 1.10 B.
Chemor United	Tls. 1.15 B.
Chempedak	Tls. 11
Cheng	Tls. 2.05 B.
Consolidated	Tls. 2.80
Dominion	Tls. 9½ B.
Gula Kalumpong	Tls. 6¾ B.
Java Consolidated	Tls. 17¼ B.
Kamunting	Tls. 5¾ B.
Kapala	Tls. 0.60 B.
Kapayang	Tls. 27½
Karan	Tls. 12
Kota Bahroes	Tls. 7.60 B.
Kroewoek Java	Tls. 17
Padang	Tls. 13½
Pengkalan Durian	Tls. 8 S.
Permata	Tls. 3
Repah	Tls. 0.95 B.
Samagagas	Tls 0.85 B.
Seekee	Tls. 7¾
Semambu	Tls. 1.15
Senawang	Tls. 12 B.
Shanghai Klebang	Tls. 0.90 B.
Shanghai Malay	Tls. 7
Shai Malay-pref	Tls. 11.10
Shanghai Pahang	Tls. 1.40 B.
Sungala	Tls. 1.55
Sungei Duri	Tls. 10
Sua Manggis	Tls. 7
Shai Kalantan	Tls. 0.77½ B.
Shanghai Seremban	Tls. 0.75 B.
Taiping	Tls. 1.55 S.
Tanah Merah	Tls. 1.05 B.
Tebong	Tls. 18½ B.
Ulbort	Tls. 2½
Xiangbe	Tls. 5 B.
Miscellaneous	
B. I. and E. Lumber	Tls. 110
Dairy	Tls. 9 S.
Shai Elec. and Asb	$2
Shanghai Trams	Tls. 62 xd B
Shanghai Gas	Tls. 20 B.
Horse Bazaar	Tls. 33
Shanghai Mercury	Tls. 30
Shai Telephone	Tls. 81 S.
Shai Waterworks	Tls. 187½ B.

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LIANG SHIH-YI'S TRIP

Reuter's Pacific Service to The China Press

Osaka, November 3.—Liang Shih-yi arrived yesterday evening at Kobe. After staying there for a few days, he will proceed to Tokio, where he hopes to meet the leaders in political and business circles.

MINERS ARE BURDENED BY WAR PROSPERITY

Unable To Send Unprecedented Earnings To Europe, Are Easy Prey Of Sharpers

PRIZES FOR PRODUCTION

One Man's Wages $261.05 In Two Weeks Besides A Bonus Of $50

New York, September 23.—Because of the high wages paid to keep coal miners in the mines and because of the inability of the natives of Central Europe to send money home, an unprecedented amount of money is in circulation in towns near the coal fields, and hundreds of miners who came to this country penniless a few years ago are riding in automobiles, according to Ervin Acel, an authority on the foreign labor market.

"Coal miners have made money in unheard-of amounts because of the shortage of labor at the mines," he said. "The best example of this is the money made on piece work by the fastest miners of the United States Coal and Coke Company, at Gary, W. Va., which offered prizes for the men who could accomplish the most work in two weeks.

"The prize winner among the coal miners was Steve Colmoin, who in the two weeks earned $261.05, plus the prize of $50. Paul Miller obtained the second prize of $30 by earning $245.90, and Frank Michelangelo won the third prize of $10 by earning $235.54. The three prize-winning coke drawers, who received bonuses at the same rate, were John Hostin, who made $117.30 in the two weeks; Will Kellam, making $113.15, and Pink Kellam making $101.

"These sums were made in twelve working days of eight hours each. The earnings in this competition were considerably above the weekly average of the men, but it is nothing for good workmen on piece work in these mines to make $50, $60 and $70 a week.

"Increased pay is not the only advantage they have gained through the labor shortage. In this mine and in others the operators, in order to keep their men, have adopted many paternal schemes, such as improving their housing and living conditions.

"The men earning these sums are chiefly those who were peasants and laborers in Europe before the war, earinng little and living on next to nothing. They used to their earnings to Europe in hundreds of thousands. Hungarians, Bohemians, Slovaks, Serbs, Ruthenians, and others from Austria who used to send their surplus money home are now embarrassed with large sums. Many of them retain their fear of banks and keep their money hidden.

"A few days ago when I was traveling on a trolley between Brownsville and Uniontown, Penn., an old woman from one of the mining towns began to shriek that $1,400 had been stolen from her. When she was questioned, she said that she always carried it with her, because she was afraid to deposit it in a bank.

"When one miner becomes prosperous enough to buy an automobile, others soon follow suit, and in some towns you can see scores of miners traveling about in machines after working hours. The Jefferson and Clearfield Coal and Iron Company, in its advertisements for labor in foreign language newspapers, features the fact that its mines are located near one of the best automobile roads in Pennsylvania.

"Because of the competition for labor, a great many of the mines have been forced to pay miners by tons of coal mined or loaded, a system which naturally stimulates the miners to greater efforts and increases their incomes. As a result, within recent month, labor which had flowed away from the mines to the factories for two years is now beginning to flow back. Labor trouble has been greatly lessened, although one difficulty the operators face is the tendency of the men to jump from one mine to another, as different mines offer increasing attractions for labor.

"Alcohol is the archenemy of coal production. After the benefits experienced by mines in West Virginia, since that State went dry, coal operators everywhere have been active in favor of wiping out the liquor traffic. Many coal operators have told me that they suffer a regular 25 per cent reduction of production on account of alcohol. They are forced to operate with a depleted staff always after pay-day and after Sundays and holidays. Because money comes so easy, many of the miners are content to work only two or three days a week, and where increased pay increases production on one side, it reduces it on the other.

"While in the dry States the housing conditions are better and miners usualy have better bank accounts, a new set of evils have come in. These localities are infested by fake real estate companies, wild-cat investing concerns, patent medicine swindlers, and every type of rascal. These elements have been so active that the Hungarian Miners' Journal in a recent issue printed an appeal in English to the West Virginia coal operators, saying, in part:

"Do you know, gentlemen, that your camps are being flooded almost all the time with traveling swindlers, who go there with the intention to beat the poor, easily believing miners out of their hard-earned money?

"Do you know that these fakers sell them everything from all kinds of patent medicines to worthless lots?

"Never in their lives had these traveling sharks such a harvest as these days. These swindlers, mostly foreigners, are flocking in great numbers to the Logan coal fields and are mercilessly robbing the poor miners of their hard-earned money. The sums thus taken away from these easily misled men for worthless lots is running high up into tens of thousands of dollars and nothing is left of the earnings of these hard-working men; all wanders into the pockets of these parasites.

"A little good-will on your part is necessary to carry out this suggestion. The operators of the Pocahontas coal field have (about a year ago) prohibited these scoundrels to enter their camps, and since then the miners are better enjoying the fruit of their labod."

"Every effort has been made by operators to draw their labor supply from new sources. In the last year tens of thousands of negroes have come to work in Northern mines, seriously draining the labor supply of mines in Kentucky, Tennessee, Alabama, and Virginia. The anthracite operators in Pennsylvania experimented with Mexicans, but this has been a failure so far, as the other races refused to work with them.

"Many of the operators who have been working mines with thin coal veins have ceased to advertise for labor and are no longer trying to compete in the floating labor market with the richer mines since President Wilson has fixed the price of coal on a two-dollar basis. A few of the larger mines with thick coal veins are making greater efforts than ever to obtain labor, because of their ability to operate more economically with larger forces.

"Some of the thin-vein operators have told me within the last few days that they will have to shut their mines down entirely, because their costs are more than $2 per ton. Naturally the drift of labor will be to the bigger mines. The price fixed by the President will probably result in reducing the prosperity of the men employed in the mines."

MENG EN-YUAN SORRY FOR CAUSING TROUBLE

Blames Himself For Not Controlling Juniors; Look For Kirin Settlement

Reuter's Pacific Service to The China Press

Peking, November 2.—The prospect of an amicable settlement of the Kirin situation now appears brighter. General Meng En-yuan, the Military Governor, has telegraphed to the Central Government, blaming himself for failing to take precautions to prevent his subordinates' action and is now exerting himself to close the incident, after which he will come to Peking, to make his apologies to the Government, in person.

Pei Chi-hsun, who is accused of instigating the movement for the declaration of independence, has also telegraphed, apologising and saying that his action was due to a misunderstanding and he is now prepared to welcome the new Military Governor.

It is understood that the settlement is due to the mediation of General Wang Shih-chen and Hsu Shih-chang.

SOOCHOW ACTIVITIES

Special Correspondence to the China Press

Soochow, November 2.—The regular monthly meeting of the Soochow Missionary and Literary Association was held yesterday afternoon at the home of Mr. and Mrs. N. Gist Gee. The members gathered first for a cup of tea and a social hour from three to four o'clock and then went to the University for the regular meeting. Dr. Davidson of Japan led the devotional service and following this Mr. Wolcott read an exhaustive paper on Taoism, treating the subject largely from the historical viewpoint. This has been published in pamphlet form and will be available for careful study by the members who wish to go into it.

The foreign ladies of Soochow have formed a branch of the Shanghai Society for the purpose of helping in the war relief. They are beginning work at once.

Mr. Buchman and his party are to spend the day in Soochow tomorrow, meeting with the Christian workers for the purpose of preparing for the evangelistic campagin which is planned for the fall in this city.

Chureh Services

Holy Trinity Cathedral.—November 4—Twenty-second Sunday after Trinity. 8 a.m. Holy Communion. (All Saints') 11 a.m. Mattins. (All Saints). Lloyd in E. flat. Anthem "And I saw another Angel." Stanford. Symns 438, 297, 437. Preacher-The Dean. 3 p.m. Children's Service. 6 p.m. Evensong. Anthem "For all the Saints." Stanford. Hymns 432, 436, 19. 5th Lecture on Amos by The Dean.

St. Andrew's Church Broadway.—November 4—Twenty-second Sunday after Trinity. 10.30 a.m. Mattins and Holy Communion. Preacher-The Rev. M. H. Throop M.A. 6 p.m. Evensong. Preacher-The Rev. A. J. S. Stern M.A.

Special Service for English-speaking Chinese at four o'clock. Preacher-The Rev. W. P. Roberts, B.D.

Union Church.—Sunday November 4—11 a.m. Preacher Rev. Frank Rawlinson, D.D.; Chants 22, 23; Anthem "And I saw another angel" (Stanford); Hymns 514, 196, 348. 12 noon. Rev. G. H. Bondfield D.D. Holy Communion. 6 p.m. Preacher Rev. E. J. Malpas B.A.; Chant 30; Choral Hymn "For all the saints" (Stanford); Hymns 37, 247, 684.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. Hopkyn Rees, D.D. Evening 6 p.m. by Mr. Arthur Moore.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Everlasting Punishment." Sunday school, 10 a.m. Wednesday evening 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Sunday Service League.—Today at 5 p.m., address by Rev. J. T. Proctor. Special singing.

From Khaki To Jeans

By J. C. Burton

There are Johnnies by the score
Who will face the fire of war
Without a bomb or rifle in their hand;
They'll be men marked by the foe
Yet they'll never have to go
Without a bomb or rifle in their in No Man's Land.
You will find them there with bells
When the gunners yell for shells
And the front line trenches holler for their chuck;
And while shy on reputation
As the heroes of a nation,
They are master drivers of the army truck.

What care they for praise and cheers
If the pistons, brakes and gears
Of their transports but withstand the racking strain?
They've a route that grants no change,
When the Boches get their range,
They must drive from Here to Hell and back again.
They will more than "see it through,"
Make deliv'ries P. D. Q.,
They're a perfect blend—efficiency and pluck.
So we'll use this legion mighty
In the days of peace and Blibhty
In the way they served the army—on a truck.

The Shanghai Transportation Company, Limited

Notice is hereby given that the above Company has this day acquired all the fleet of the Kochien Transportation and Tow Boat Company and intends operating same in Shanghai.

The temporary office of the Company is on the second floor of Mitsu Bishi Company's Building, Canton, and Szechuen Road Corner. Telephone No. 1960.

The Shanghai Transportation Company, Ltd.
T. TAKAYANAGI,
Managing Director.
Shanghai, November 1st, 1917.
15705

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Thousands of travelers have proved the worth of Wells Fargo checks. They have learned to rely upon them. They have learned that Wells Fargo checks are good for their full face value throughout the world.

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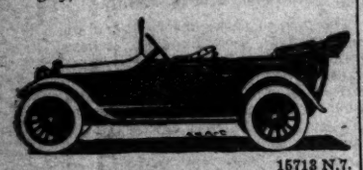

15713 N.7.

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—Good English	—Marine "
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—Poultry Farming	—Gas Engines "
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Other Business and Official Notices will be found on Pages 17 and 19

Shanghai Race Club

Autumn Race Meeting, 1917

12th, 13th and 14th November

TICKETS of Admission have been sent to Members and their wives. A limited number of Tickets of Admission to the Grand Stand can be obtained from the Secretary, on the nomination of any Member, with the approval of the Stewards, on or before 4 p.m. on Saturday, 10th November, at a cost of $10 each. APPLICATIONS FOR GRAND STAND TICKETS MUST BE ACCOMPANIED BY CASH.

The issue of Free Tickets of Admission to the Grand Stand for Ladies is limited to the Wives and Daughters of Grand Stand Ticket Holders.

Tickets of Admission for the three Official Race Days and Off Day to the unreserved part of the Enclosure only, may be obtained at the Gate or from Messrs. Kelly and Walsh, Ltd.

Price—$6 each for Gentlemen
$3 each for Ladies.

Single Day Tickets are obtainable at the Gate only.

Price—$3 each for Gentlemen
$2 each for Ladies.

Tickets for the "Off" Day are obtainable at the Gate only.

Price—$1 each

Tiffin and Tea Tickets for Members and Grand Stand Ticket-holders only, may be obtained at the Grand Stand on the Race Days:—
Tiffin Tickets ..... Price $2.00 each
Tea Tickets ..... Price $0.50 each

The Tiffin interval will be after the Third Race each day.

The First Saddling Bell will be rung punctually at 11.15 a.m. each day.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

To Russian Buyers

We are offering for prompt shipment the following articles that are suitable for the Russian Trade: Saccharine — Crystals — 550%: Hematine—Kid Leather—Shoes—Woollen Goods—Metals—Leather—Coffee Beans of all Grades. In fact we are in a position to offer nearly all the articles required by the Russian Trade, and can make prompt shipment from San Francisco or New York.

Many of the lighter articles we can ship by express or by Parcel Post.

We shall be glad to hear from all Buyers. Those who are interested in making purchases, and are in a financial position to make contracts, will please apply to Box 326, THE CHINA PRESS.

Russian Spoken.

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—OF QUALITY—

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Shanghai Race Club

AUTUMN RACE MEETING, 1917

NOTICE

ONLY Bank-notes issued by the following Banks in Shanghai will be accepted at this Race Meeting:—

Chartered Bank of India, Australia and China
Bank of China (Shanghai Issue)
Bank of Communications (Shanghai Issue)
Bank of Taiwan
Banque Belge Pour l'Etranger
Banque de l'Indo Chine
Banque Industrielle de Chine
Commercial Bank of China
Hongkong & Shanghai Bank
International Banking Corporation
Mercantile Bank of India
Netherlands Trading Society (Nederlandsche Handel-Maatschappij)
Russo-Asiatic Bank
Yokohama Specie Bank

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

15728

Anna de Revers Michiara

Renowned Italian opera singer, who has appeared at all the principal theatres in Europe and America, and now returned from a successful tour through Australia, is prepared to give singing lessons to ladies and gentlemen by the real Italian method.

Also undertakes voice training and teaching full opera parts for the stage.

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The Tientsin-Pukow Railway Administration

Notification No. 266.

Re Invitation of Tenders (090/2)

The opening of the tenders for the supply of Locomotive and Wagon Tyres and Axles and Copper Rods for fire-box stay bolts will be postponed from the 1st till the 15th of November, 1917, at 3 p.m. Intending tenderers are requested to send in their tenders in due time.

(Signed) S. C. SHU,
Managing Director.

Tientsin, October 31, 1917.

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60 cents each
Salt Anchovies
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Motor Delivery Service

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The Penang Harbour Board

Applications are invited for the position of General Manager of the Penang Harbour Board.

Applicants should have a thorough knowledge of all Shipping Matters, including the loading and unloading of Cargo and Coal, and warehousing.

Applications, stating salary required, should be addressed to the Local Chairman, Penang Harbour Board, Penang.

15679

THE BURLINGTON HOTEL

Notice is hereby given that the above hotel continues to carry on business as usual under the management of Mr. J. A. W. Loureiro. Dated the 26th day of October, 1917.

LIU MEN-TSOR,
Proprietor.

15652

Miss Helen Lee Richardson's Memorial Service

There will be a Memorial Service for Miss Helen Lee Richardson, former Principal of McTyeire School, at Moore Memorial Church, 21 Hankow Road, Sunday, Nov. 4, at 3 p.m. Should any friends or students of Miss Richardson wish to make a gift in her honor, it is the desire of the Committee that such gift be in money to be used in the erection of a building in her memory. Such gifts may be made to Miss Tsu Zung-tsu, treasurer of the Alumnae Association, or to Miss Waters, Principal of McTyeire School. All friends of Miss Richardson are cordially invited to be present.

15674

"For indecision brings its own delays, and days are lost lamenting o'er lost days. Are you in earnest? Seize this very minute. What you can do, or dream you can, begin it. Boldness has genius, power, and magic in it. Only engage, and then the mind grows heated. Begin, and then the work will be completed."

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TO LET, in Nanking Road, two large rooms, immediate possession. Apply to British Flower Shop, 8 Nanking Road.

15719 N.7.

TO LET, at No. 14 Yates Road, the 2nd floor, consisting of two rooms with verandah and bathroom. First-class table board. Please apply to Box 323, THE CHINA PRESS.

15718 N.6.

TO LET: Comfortable and nicely furnished bedroom, with board, in a British home; also a small attic room. Moderate terms, 12A Quinsan Gardens.

15719 N.6.

PRIVATE American family will accommodate gentleman with large room, bathroom, good table, home comforts, telephone service, tennis courts. On tram line, 15 minutes from Bund, between Columbia and French Clubs. $90 monthly. References required. Apply to Box 322, THE CHINA PRESS.

15717 N.4.

OFFICES TO LET

FOR RENT: Large and small ground floor offices, centrally located. Large vault. Godown accommodation if desired. Inquire to Box 308, THE CHINA PRESS.

15682

SITUATION VACANT

COMPRADORE WANTED by an export firm (Allied). Apply to Box 317, THE CHINA PRESS.

15706 N.4.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

15695

SITUATIONS WANTED

WANTED: Neutral wants extra work after office hours. Apply to Box 320, THE CHINA PRESS.

15714 N.6.

WANTED by Englishman, with 15 years experience in the East, responsible position in first-class firm. Thoroughly conversant with business management of all kinds, also good knowledge of engineering. Reply to W. E. S., c/o THE CHINA PRESS.

15712

POSITION WANTED by mechanical engineer. A.1. references. Apply to Box 311, THE CHINA PRESS.

15697 N.4.

WANTED, by experienced typist, private work; strictly confidential. Apply to Box 314, THE CHINA PRESS.

15703 N.4.

YOUNG CHINESE civil engineer wants practical work in large firm. Apply to Box 315, THE CHINA PRESS.

15703 N.7.

LOST

LOST. Black kitten, answers to name of "Smut." Finder please return to 23 Weihaiwei Road. Reward if necessary.

MISCELLANEOUS

CARGO space offering for end November, from Hongkong to Vladivostock, also Hongkong to Shanghai and Kobe. Apply to Box 324, THE CHINA PRESS.

15723 N.7.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Exchange and Mart

FOR SALE: Trained half-bred pointer and setter bitch, one year and eight months old. Retrieves land and water. Trial accepted. Apply to Box 318, THE CHINA PRESS.

15711 N.6.

FOR SALE: Desirable property on Avenue Joffre, consisting of Mow 2.115. of land and 2 semi-detached residences thereon. In good repair and recently renovated. Annual return Tls. 1,680. Price Tls. 19,000. British Title Deed. Splendid opportunity for realty investment. Apply to Box 280, THE CHINA PRESS.

15694

FOR SALE: New Remington automatic sporting gun, with pistol grip, holds five cartridges. Offers to Box 321, THE CHINA PRESS.

15715 N.4.

FOR SALE: Semi-grand piano by "Winkleman," latest model, in fine condition and tone, used 3 years. Price Tls. 450. Apply to Box 325, THE CHINA PRESS.

15725 N.6.

FOR SALE: Two good saddles, bridles, blankets, etc., and stable gear, all in excellent condition. Owner giving up riding. Apply to Box 316, THE CHINA PRESS.

15704 N.4.

SHANGHAI, SUNDAY, NOVEMBER 4, 1917

SHANGHAI SCOTS ASK VOLUNTEERS

Kilted Unit Of S.V.C. Now Is Keen On Establishment Of Second Company

ADMIRED IN THE 42ND

Lieut. Downie Sends News From Mesopotamia; Earnest Call For Recruits

Second Lieutenant A. T. Downie, formerly of Messrs. Maitland and Co., now attached to the Royal Highlanders (Black Watch), in Mesopotamia, who has been down with a slight attack of dysentery, writes as follows to Mr. C. M. Bain:

"I had my first introduction to the Scottish Red Cross, for it was in one of their motor launches I was conveyed from the paddle steamer to the hospital. One or two distinguished visitors have been in to see me.

"Brigadier-General Wauchope, late 2nd Black Watch, called last night, just as I was reading your letter and he was very interested in the photo of the Shanghai Scottish which you sent me. He remarked that they looked a fine body of men and would make some useful material for the 2nd Black Watch.

"I told him the history of the Company. Major Macfarlane, one of the best, was also keenly interested. So, you see, the Shanghai Scottish is known in Mesopotamia."

Recruit Second Company

Always a keen Volunteer himself—he was one of the most enthusiastic of that highly enthusiastic regiment the London Scottish, who won undying fame by their glorious charge at Messines and, out here, was a sergeant in the S. V. C.—Lieutenant Downie could not have sent a more appropriate letter at a better time. This very Company of which he boasts and which has excited the admiration of high Scottish officers on the battlefront is out on a recruiting campaign—not alone to fill up to the authorised strength of one Company, but to start a Scottish "B" Company as well.

And there seems to be no reason why they should not do so. Shanghai is the home of that great story of the man who made a bet that he could go down to any ship on the waterfront, stand over the engine-room, call: "Mac!" and get: "Aye" for an answer. He and his friend went, "Mac" was yelled into the depths of the first ship they came to and there came the deep-throated reply: "He's no here. Can Cameron dae aught for ye?"

Scots Plentiful Here

The Shanghai St. Andrew's Society has the largest membership of any organisation in Shanghai, not even excepting the S. V. C. itself, which probably means that it is the largest society in China. There are a few Scotsmen and Irishmen in other Companies of the S. V. C., yet the fact remains that there is a cavalry squadron, artillery, machine-gun and engineer units and three Companies of infantry mainly composed of Englishmen, while the Shanghai Scottish, after three years, is still short of a few men.

It can be said right away that those it has are a very fine lot and the famous "A" Company is getting nervous regarding some of its crowns. Well, at their inaugural Hallowe'en dinner, last Wednesday, which was a glorious affair, the Scotsmen heard some very plain facts from more than one gentleman in authority.

Volunteers are Needed

The gist of it all was that Britain doesn't mind how many of her young men take up military training, in any part of the world—they may be wanted any moment. And to recall Lieutenant Downie's letter, General Wauchope said: "What useful material for the Black Watch!"

Wauchope! Doesn't the name thrill every Scotsmen with memories of Fighting Mac's great Highlanders in Africa! And what Scotsman wouldn't feel honored at being classed with the gallant Forty-Twas, Scotland's greatest pride!

Beyond Britain's needs, the Shanghai Scottish heard things from which it was inferred that the need for a strong defensive force in Shanghai is far from being past.

Well, the Englishmen seem to have done their share. Other nationalities are also well represented. The Scottish, the biggest community, have only one Company. It was said at the meeting that, if the one Company was filled, a second one would be welcomed.

Honors for Riflemen

At Bisley, in the final list for the King's, or any other important prize, half-a-dezen Scotsmen can be found for any one of any other nationality. Why not an effort here to take that honor from the Americans? The latter would welcome the greater competition.

One last argument. Scotsmen are clannish above everything. Wherever they are, they always band together and one would think from their talk that the best of everything is Scotland, in Scotland, or of Scotland—which isn't far wrong.

In the Shanghai Scottish is the chance to put this clannishness to good account. They have a gallant uniform of true Highland cut, all the men who do the talking on parade have no necessity to tell anyone where they come from, a haggis is conjured up whenever an excuse can be found to gather a crowd and the pipe band is growing visibly.

And if you only knew the mascot which the one and only Dougal is bringing out with him, you would not hesitate for a minute to join. Color-Sergeant Turnbull, at the Health Office (who says that Volunteering is the best way to keep healthy), is anxious to be worried for particulars of enlistment.

Rowing Club Plans An Active Winter In Its Gymnasium

All Sorts Of Indoor Sports To Be Kept Going To Retain Men In Form

For many years after its erection, the new boathouse ("new" as distinct from the old one at Markham Road) of the Shanghai Rowing Club was a dreary place during the Winter, but the institution of the club's gymnasium a couple of seasons ago changed all this, and nowadays the building is almost as popular between the rowing seasons as in the height of the club's aquatic activity.

The club officials this year have gone more elaborately than ever before into the organisation of Winter sports, as is shown by the following list of sub-committees appointed to look after the running of the gymnasium:

Basketball—D. M. Graham, chairman; A. J. Evers, K. H. Gardner, C. J. Spiker.

Handball—W. J. Gande, H. N. Olsen.

Calisthenics—K. Aagesen, E. Edwards.

Gymnastics—F. C. Focken, H. P. B. Jones.

Jiu-jitsu—J. M. A. Harvey.

Boxing—J. W. Oots.

Wrestling—E. A. Ericson.

The following days have been reserved for the various sports:

Basketball—Mondays, Wednesdays and Saturdays, 5 to 8 p.m.; Tuesdays and Fridays 9 to 11 p.m.

All other Sports—Tuesdays and Friday 5 to 8 p.m.; Mondays, Wednesdays and Saturdays 9 to 11 p.m.

General Practise for all sports—Thursday 5 to 11 p.m.

This branch of the club's activities affords an excellent chance for oarsmen and swimmers to keep in first-rate condition during the Winter months, and already is being well availed of.

For the time being the question of heating the tank has been sidetracked, but the water is frequently changed, cold though it be, and after the violent exercise in the gymnasium after a fast game of basketball, a gruelling rally in the handball courts, a speedy bout at boxing, a strenuous practise on the gymnastic apparatus, or punching ball, or at calisthenic drill, jiu-jitsu or wrestling, or even the gentle exercise of the "medicine ball," a plunge is a fine bracer.

Arrangements are being made to heat the dressing room, and this, coupled with the hot and cold showers, eliminates all ground for discomfort: so it is safe to assume that the efforts of the officials will result in a very material improvement in the general condition of the club's athletes during the off-season.

INDOOR SPORTS — By Tad

LOOK AT THEM—POOR JOE AINT GONE TO WAR FIVE HOURS YET AN' THEY GOT ALL THE THINGS HE LEFT
HE DIDNT HAPPEN TO LEAVE ANY OLD TIES I COULD WEAR OF A SUNDAY DID HE?
THE OLD GOLF CAP AN CLUBS WILL DO ME—THE PANTS OF HIS SUITS IS TOO LOOSE AN THE SHOITS IS TOO LONG
SAY IF THAT WAR IS A BUST AN HE COMES HOME IN A MONTH THERELL BE AN AWFUL TIME AROUND HERE
JOE SURE DID HAVE GOOD TASTE IN TIES—JUST MY COLORS
HEY MAME YOU COULD CUT DETE DOWN A BIT COULDNT CHA?
NUTHIN TO FIT ME
NOTTA THING
INDOOR SPORTS—CLEANING UP THE BUREAU THAT BELONGED TO BROTHER JOE WHO LEFT THAT SAME MORN TO JOIN THE ARMY.

FOOTBALL CLUB DRAW AT NANYANG COLLEGE

Each Score Once On Ground Against Good Play; Police Defeat St. John's

A match between the Shanghai Football Club and Nanyang College, on the College Ground, yesterday afternoon, resulted in a draw, each team scoring one goal. The ground was practically under water on Friday, but, thanks to the energetic efforts of the College authorities, it was made playable, though in some parts the field was very sloppy and the feats of both teams on the slippery parts caused no end of amusement to the 500 spectators who gathered around the ropes.

The result of the game indicated a good sign of how evenly the teams were matched, but it must be said that the College champions had the better of the game, inasmuch as time and again, they failed to find the mark with the goal at their mercy. On yesterday's showing, great things are expected from the College team this year.

The Football Club were out for the first time this season and certainly put up a splendid show against their doughty opponents. There was very little to choose amongst the players of either team, as they all played splendidly.

A. H. Leslie scored for the Club in the first half and Lisbon Lih scored for the College in the second half.

Mr. Charlie Thomson refereed the game in a splendid manner and the thanks of the teams are due to him for his capable handling of the game.

The S.F.C. were the guests of the College at tea after the game and various speeches brought the afternoon to a pleasant conclusion.

Police vs. St. John's

In an interesting practise game played yesterday the Police team beat the St. John's team by a 4 to 2 score. The St. John's boys played good football and the Police showed that they are warming up to form.

Lawn Bowls Club

Pairs Championship

The final of the Pairs Championship of the S. L. B. C. was played yesterday and resulted in a win for Messrs. A. Taylor and R. Simmons over Messrs. G. H. Phillips and T. Harborne by 18 points to 11.

FOOTBALL TODAY

Nanyang College 2nd XI and the Jewish Recreation Club will play on the former's ground, this afternoon. Kick off at 3 p.m. Mr. A. H. Leslie will referee the game.

The following will represent the Jewish Club:—D. Whiteman, R. Komaroff, C. Fuxman, H. Tuttleman, H. Abraham, H. M. Whitgob, A. Mislia, G. Tuttleman, H. J. Sanft (captain), M. Sternberg, M. Foox. Reserves, G. Saltoun, J. E. Levy.

Shanghai Races---Autumn Training

Saturday, November 3, 1917

Pony		Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Vivat		EMcB	47	1.29.3	2.08.2	2.43.2	3.17.4				(c) 34.2
Viator		boy									(c) 34.2
Malcolm		boy	38	—	1.49.1			(last ¾ of 1 mile)			(s) —
*Elkwood		boy	39.1	1.16	1.50.4			(last ¾ of 1¼)			(s) 34.4
Upwood Park		AC	43	1.21.1	1.55.1	2.28		(last mile)			(c) 32.4
Jacobite		EUR	45	1.29	2.08.1	2.45	3.19.1				(s) 34.1
*The Raven		WH	34.1	1.10.1	1.46.4	2.24.2	3.01.4				(s) 37.2
Shirley		RMD	34	1.07.4				(last ½ mile)			(c) 33.4
Black Diamond		JJ	37.1	1.15.3	1.51.3	2.27	3.00.2				(s) 33.2
Merrysand		boy	39	1.24	—	2.45	3.18				(s) 33
*Carrickfergus		WGC	37	1.17	1.55	2.30	3.05.1	(last 1¼ of 1½)			(s) 35.1
†Golden Sub		EMcB	41.1	1.16.4	1.51.1	2.27.1		(last mile of 1¼)			(c) 36
*Hawthorn		boy	47.1	1.29	—	2.42.2	3.17.1	(last 1¼ of ½)			(s) 34.4
Niblick		boy	39	1.15	1.49						(s) 34
Ashfield		HEM	46.2	1.32.4	2.16	2.52	3.25.4				(s) 33.4
The Card		AC	40.2	1.17	1.52.2	2.29		(last mile of 1¼)			(c) 36.3
Iron Duke		boy	43.4	1.26	1.57.1	2.32		(last mile of 1¼)			(s) 34.4
*Drummer Boy		boy	42	1.15.2				(last ½ mile)			(c) 33.2
Standard Dahlia		boy	33.2	1.07.4				(last ½ of 1¼)			(s) 34.2
*Springie		JJ	39	1.18.1	1.55.4	2.32.2	3.06				(s) 33.3
†Mottled		boy	38.2	1.12	1.48.2						(s) 36.2
Golden Horn		EMcB	38.1	1.16.4	1.52	2.28	3.02.2				(c) 34.2
Ten Cents		RMD	41.1	1.18.2	1.54.3	2.27.3		(last mile)			(c) 33
Light Outs		EUR	38	1.14.1	—	2.24.1		(last mile of 1¼)			(s) —
Formosa Chief		boy	39.1	1.15.1	1.49						(c) 33.4
The Oriole		WH	40.1	—	1.51.2	2.24.2					(c) 33
The Capercallie		HEA									(c) 35
Winsome Dahlia		CRB	40	1.16.2	1.52.2	2.26.2					(s) 34
*The Bookie		AC	41	1.22.3	1.59.3	—	3.08				(c) —
*Messines		boy	37	1.12	1.46						(c) 34
Beau Brummel		boy	38.4	1.17.1	—	—	3.05				(s) —
*Goodwood		JIE	41.2	1.23.2	—	2.38.2	3.18.				(c) 35.2
*Goldsand		boy	40.4	1.22.1	1.59.4	2.37.1	3.09.				(s) 32.1
†Anglodane		SBS	—	1.24.1	1.55.2						34.1
Fresco		boy	38.1	1.16.1	1.52.1	2.26.2	(last mile of 1¼)				(s) 34.1
Kronborg		boy	34.2	1.08.2	(last ½ of 1½ whole time 3.50)						(s) 34
Star of Doon		EUR	39.1	—	1.51	2.25.4	(last mile) of 1¼				(s) 34.4
Sandy		JJ	37	1.13.4	1.56.4	2.28	3.00.4				(c) 32.4
Beaconsfield		RFS	36.4	1.17	1.49	2.31.1	3.06.				(s) 35.1
Gladiator		CRB	39	1.15	1.53.1	2.32.3	3.09.	3.44			(s) 34.1
*Fosferado		boy	41	1.17.3	1.52	2.27.3					(c) 35.3
*Muiresk		RMD	37.3	1.14.3	1.49.2						(c) 34.4
*The Boy		AC	42	1.24	2.02	2.38	3.12.				(c) 34.3
*The Trainer		boy					3.12.4				(c) 34.4
Golden Oriole		HEA	45.1	1.24.2	2.01	2.34.4					(c) 33.4
The Bullfinch		WH									(c) 33.4
Dixie		JIE	44.3	1.23.2	2.02.1	2.35.4					(c) 33.3
Valleyfield		RFS	38.4	1.20.4	1.58.2	2.34.1	3.10	(last 1¼ miles)			(s) 35.4
†Darra		RMD	41.3	1.23	2.00.2	2.35.4	3.10.				(c) 35
Silver Streak		JJ	41.2	1.18.2	1.54	2.27.3	(last mile of 1¼)				(s) 33.3
Biplane		EUR	36	1.11.2	1.46	2.22.2					(s) 36.2
Reims		EMcB	39.2	1.15.2	1.49	2.24.4					(c) 35.4
*Peking Chief		boy	40.2	1.18.3	1.54.3	2.29	3.04.				(c) 35.2
Woosee Kazoo		AC	41	1.22	1.59.2	2.34.3	3.10				(s) 35.2
The Viscount		boy									(s) 35.2
†Spaghetti		OW	45.4	1.25	2.02.4	2.38.4					(s) 36
†Risotto		ES									(s) 36
Rosewood		JIE	38.3	1.18.3	1.55.2	2.30.3	3.03.3 (last 1¼)				(c) 33
†Tomtit		WH	41.2	1.26.2	1.56.2	2.30.2	(last mile of 1¼ whole time 3.11)				(c) 34
Tiga		SBS	46	1.24.1	1.58.1	2.31.4					(c) 33.3
†Double Blank		boy	went in company with Tomtit								(c) 34
*Modesty Dahlia		boy	41.4	1.21.2	1.59	2.34					(s) 35
Castlefield		boy	37	1.15	1.49.2						(s) 34.2
†Oyster Bay		boy			1.47.2	2.24.2					(s) 37
Middelkerke		boy	41.1	1.19	1.53.3	2.26.4					(c) 33.1
Bapaume		boy				2.28.4					(c) 35.1
Wynona		boy	39.3	1.26	2.11.3	2.32.2	3.26				(s) 33.3
†The Tank		boy	39	1.15	1.52						(s) 37
*Royalsand		JIE	39	1.20	1.57	2.32.2	3.05.3				(c) 33.1
Ampat		boy		(went in company with Fosferado							—
Uganda		ESH		(cantered 1½ miles)							(s) —
†Hawkeye		AC	43.1	1.27	2.05.3	2.43.1	3.18.3				(s) 35.2
Father Xmas		boy									(s) 35.2
*Good Boy		boy	40.1	1.19.1	1.54.3	2.29.4	(last mile)				(s) 35.1
†Angostura		WH	43.2	1.24.3	2.04.3	2.39.2					(s) 34.4
The Dean		boy	42.2	1.26	2.04	2.38.2					(s) 34.2
Lecapon		CEW	—	1.02							(s) —
†Craonne		boy	37.4	1.14.4	1.51.3	2.25.4					(c) 34.1
Bixschoote		boy									(c) 34.1
Triumph		JIE	36.4	1.12.4	1.48.2	2.23.2					(s) 35
Formosa Chief		boy	—	1.15	1.45						(c) 33
*Kowloon		boy	—	—	—	2.34	3.07 (last 1¼ of 1¾)				(s) 35
Essex Chief		boy	(went in company with Peking Chief)								
†First Attempt		boy	37.1	1.13.2	1.48.1	(last ¾ of 1¼)					(c) 34.4

(C) = Cinders. (S) = Sand. * = Griffins. † = Subscription Griffins.

GLADIATOR STILL LEGER FAVORITE

Springie Close up on Mud Form; Good Tip With Black Diamond on Big Double

MORRISS FOR CHAMPIONS

Triumph In Condition Again; Is Backed To Win Place In Chief Event

The first series of selling lotteries on the Shanghai Race Club's Autumn Meeting was held at the Grand Stand yesterday evening and was attended by a large number of members, all the lotteries being good and bidding spirited. The following are the races on which lotteries were held and the favorites for those races:—

Subscription Griffins Stakes—

	Stable.	Pony.
1	Silex	Bernina
2	Jutland	Anglodane
3	McBain	Golden Sub
	T. S. Forrest	Midlothian
	Seth	Hawkeye
	Elrettus	Star and Mottled
4	Jordan	Peckham

Maiden Stakes—

	Stable.	Pony.
1	Winsome and Hasty	The Chaffinch The Raven
2	Elrettus	Royalsand Goldsand Desertsand
3	R. Macgregor	The Boy The Trainer The Bookie
4	C. R. Burkill Ezra	Report Goodwood and Elkwood

Shanghai St. Leger—

	Stable.	Pony.
1	John Liddell	Gladiator
2	John Peel	Springie Sliver Streak Jacobite
3	Hy. Morriss	Ashfield Valleyfield Black Jester
4	Winsome and Hasty	The Orioles The Bullfinch

Champ on Sweepstakes—

1 Hy. Morriss stable
2 John Peel and John Liddell stables
3 Ezra stable (Triumph)
4 C. R. Burkill stable (Winsome Dahlia)

Poor Training Conditions

With an exceedingly muddy and sticky course, dismal weather and poor gallops, there was not much enthusiasm among the many members who turned up early yesterday morning at the Grand Stand, to learn a little about ponies for the lotteries which were held in the evening.

Springie's form in the mud, and his light weight for the Leger makes him a keen favorite with Gladiator, while, should bad weather continue throughout the race meeting, the double of Springie for the Leger and Black Diamond for the Champions will, no doubt, prove correct. Takers of this double at a cheap price some time ago have every reason to feel happy.

The chart showing the times taken by the ponies that were out yesterday morning is given on this page, but, owing to the heavy state of the course, it is impossible to make a comparative statement of any real worth on the principal candidates' performances.

In an advertisement published elsewhere in this issue, members are informed that tickets of admission for the races have been sent out. They are also informed that Grand Stand tickets can be obtained for their friends and guests, on application to the secretary, Mr. A. W. Olsen, before 4 p.m. on Saturday next, the 10th inst. Each Grand Stand ticket costs $10 and this includes a gentleman and his wife and daughters.

Race-books are obtainable at Messrs. Kelly and Walsh, Ltd., The Bund and will also be on sale in the enclosure on race days.

Yacht Club

Corinthian Cup Race Today

The Shanghai Yacht Club's Corinthian Cup race will be held this morning, the start being made from the Club line at 8.45 o'clock. The 16½ mile course lies down river via the ship channel to Woosung, across the Yangtsze to Lower Quarantine buoy, leaving it on the port hand, and return to Woosung. The time limit is 12.30 p.m. Special instructions: Flood makes at Woosung about 11.30 a.m.

BIDS FOR DEFENCE AT ROYAL AUCTION

Cases In Which The Leader Should Be Guided By His Partner's Showing

By An Expert

New York, October 1.—In contrast with the difficulty pointed out recently of selecting the suit for an opening lead against no trumps when both the leader and dummy have declared is the simplicity of the lead when it is the leader's partner and dummy that have made the bids.

If the leader has not declared any suit but his partner has overcalled the intervening player, the final declaration going to the player on the leader's right, it should be obvious that the leader's partner anticipated some such result and bid a suit to show what he wanted led while he could do so cheaply.

Then the rule should be to lead the suit your partner has asked for if you had no suit of your own that was worth showing.

This rule should hold whether the final declaration is a suit or no trumps, because the suit named by the partner is his best defence against any declaration that may be made on his left.

There is one point that beginners are apt to overlook in this situation. This is that it does not matter whether the leader dealt and passed without a bid or has refused to overcall what now turns out to be the final declaration. He has not made a bid and his partner has. That is the key to the situation.

These hands emphasise more than any others the importance of sound bidding, which requires that an original or free bid shall be good for four tricks in attack and at least two in defence. The defence is the important thing when the partner cannot make a bid.

If the dealer and second hand both pass some writers insist that the third hand should be a trick stronger than would be necessary for a dealer in order to make a bid. This may be true of no trumpers, but it certainly is too narrow a view to take of suit bids.

The fourth hand is almost certain to make a bid of some kind, and it is the duty of the third hand to anticipate this bid by showing a suit if he has one worth showing. The test for such a bid is that it shall be good for at least two tricks in defence.

The mistake many players make in this situation is in declaring suits that are good only for attack when it is highly improbable that they will play the attacking end of the hand. One must be pretty strong to get the winning declaration and win out with a partner who cannot make a bid of any kind. Here is an example of this mistake, showing how it affects the leader's choice of a suit when it comes to the play.

H.—9 4
C.—A Q J 5
D.—Q 3
S.—K 10 7 4 3

H.—J 8 3 / H.—K Q 10 6 2
C.—10 6 2 / C.—9 7 4
D.—A K J 8 2 / D.—6 4
S.—8 5 / S.—A Q J

H. A 7 5
C.—K 8 3
D.—10 9 7 5
S.—9 6 2

Z dealt and passed. A bid a diamond and Y a spade, B going to two hearts, which was the final declaration. Z led the spade, according to rule, and B went game on the hand by giving A a club discard on the third round of spades at once and leading a small diamond for the third round before leading trumps so as to ruff out the suit.

A small trump put dummy in after B and overtrumped Y on the diamonds, and on the two diamond leads that followed B discared two clubs, so that all Z made was two of his trumphs and a club trick.

If Y bids his hand correctly for defence instead of for attack he will overcall A with two clubs. This will not prevent B from bidding two hearts, but Z will lead the king of clubs and save the game in the first three tricks as the ace of trumps must make later no matter how the play goes.

Against a no trumper many players urge that it is useless to lead the suit the partner has bid because it is probably a forced bid and the no trumper can stop the suit once or twice. But forced bids are out of place in such a situation.

Those who advise leading through a denied suit instead of opening the suit their partners ask for reverse the established system of playing a hand. With a long suit and a re-entry the play is to establish the suit as quickly as possible before losing the re-entry. Those who lead a suit declared by the opponents reverse this and get out the re-entry before establishing the suit. Here is a typical case.

H.—A Q J 8 2
C.—8 7 4
D.—Q
S.—K 7 4 2

H.—9 6 / H.—K 6 4 3
C.—9 3 / C.—A Q J 5
D.—K 5 3 2 / D.—A 10 9 6
S.—A Q 10 8 3 / S.—J

H.—10 7
C.—K 10 6 2
D.—J 8 7 4
S.—9 6 5

Z dealt and passed. A bid a spade and Y two hearts, B getting the declaration at two no trumps. Instead of leading the hearts, which Z imagined B could stop at least twice, Z led through the denied spade suit, forcing out Y's king.

Y went back to the weakness in clubs and Z won the jack with the king. The spades being established Z could not lead that suit again, so he led the heart ten. Y put on the jack, fearing the ten might be a singleton, and B won with the king.

From this point on B can win the game without losing the lead or risking a finesse of any kind; four spades, two diamonds and two clubs must make.

Had Z paid no attention to the fact that B went no trump after Y had bid the hearts and kept in view the fact that Y is bidding a suit for defence and wants that suit led if he is overcalled Y and Z will set the contract instead of losing the game.

Whether B wins the first heart trick or not he will have to win one soon or lose his king. Now Y and Z still have every suit stopped and nothing can prevent them from making six tricks, while B has bid to win eight.

There are exceptions to every rule, of course, and two of those relating to this opening lead may be noticed, as the opportunity for them frequently arises.

If the leader holds a suit headed by two sure tricks but not long enough to have justified a bid such as ace, king and one small heart he should lead the king before leading his partner's suit.

Then, again, if the leader can stop the trump lead early he may some time take a chance on getting in a ruff with one of his smaller trumps by leading a singleton before he starts his partner's suit. If the partner happens to have the best of his suit he can at least win the third trick if the leader loses the second and stops the trump lead.

Shanghai Golf Club

The qualifying round of the Golf Club championship will be played today. The conditions will be 36 holes; medal. The tee will be reserved from 8.50 to 10.15 a.m. and 12.30 to 1.46. The draw is as follows:

Couples.	Time a.m.	p.m.
E. Payne v. I. R. Green	9.00	12.30
T. Forrest v. K. E. Newman	9.04	12.34
L. Evans v. E. W. H. Carpenter	9.08	12.38
A. Gray v. A. Wragge	9.12	12.42
C. Knight v. H. H. Fowler	9.16	12.46
F. O. Reynolds v. E. I. M. Barrett	9.20	12.50
C. W. Porter v. N. H. Bolton	9.24	12.54
F. W. Tower v. F. Ferrier	9.28	12.58
C. Richards v. W. O. Lancaster	9.32	1.02
E. W. Godfrey v. G. F. Browne	6.36	1.06
J. C. Macdougall v. Jas. Scotson	9.40	1.10
W. S. Clay v. E. M. Ross	9.44	1.14
Jas. Tippin v. T. Harborne	9.48	1.18
O. Crewe-Read v. O. H. Blackburn	9.52	1.22
H. E. Shadgett v. H. E. S. Pickering	9.56	1.26
G. H. Phillips v. A. W. Macphail	10.00	1.30
E. L. Arnold v. A. Wilson	10.04	1.34
T. W. Mitchell v. F. M. Neild	10.08	1.38
H. E. Brewer v. A. N. Warrack	10.12	1.42

Competitors are asked to keep to the above times as far as possible, 36 holes may be played straight off, provided play does not interfere with above times.

Players are allowed to change times, by mutual arrangement, with other couples.

A cup will be given for the best card returned.

Sixteen to qualify.

In addition to the cup given for the best Scratch card returned, a member has offered a box of Silver King balls for the best card of 18 holes, medal, on Handicap. Two cards may be taken out at $1 per card; proceeds will go to the Fund for Blind Soldiers and Sailors.

New Rules At Kiangwan

With a view to avoiding the congestion experienced at Kiangwan on Saturdays and Sundays the Committee of the Shanghai Golf Club intend to give the following plan a trial from next Sunday: Members wishing to reserve a time for starting play on Saturdays from 12 noon to Sundays 12 noon may do so, by signing in a book, kept for that purpose in the Club Pavilion on the Race Course. The book will be opened on Thursday morning and closed on Friday at 8 p.m. The book must be signed by one of the players in person between these hours, after which it can only be signed at Kiangwan, as at present. Telephone messages, etc., sent to Club servants will not be attended to, nor may members sign by proxy.

Domino Chatter

Nothing doing yesterday afternoon in the way of sport. I read in one of the papers a week or so ago that we wanted rain. Well, we're getting it with a vengeance, and I can well sympathise with Fred Keeley's (of the Fantastics) little desire:

"I wish the weather would get married."

"Why?"

"Then we might have a little sun." (exit)

* * *

I see that the German Chancellor is telling his people that they are standing on the edge of grave events.

Another little push wouldn't do them any harm.

* * *

The Dean and Domino are two of the ponies running in the Autumn Race Meeting. Both are getting quite a lot of attention from those on the rails, who are out to win, so that they might swell the Voluntary War Savings Fund.

Nothing like being in fast company.

* * *

I think it was Robbie Burns who wrote that someone might give him the power to see himself as others saw him. Shanghai is to have an opportunity of seeing herself as the Pathe man sees her. Next Thursday the Olympic Theater will be as full as ever it has been when those local films are shown. Looking at the booking yesterday, I found that most of the seats had already been snapped up. But you can see equally well from all parts of the big house on Bubbling Well Road, so there is still time to get a peep at yourself in the movies.

* * *

The Pathe manipulator has been getting about the Settlement pretty thoroughly, and he has been quietly snapping everything pretty he has come across, so all the pretty things, and all those who like pretty things, are sure to be gathered together when the pretty things are on view. The camera played havoc at the races. Castlefield was not the only smart thing to occupy the attention of the fellow following form. White pearls and budding Pearl Whites are to be seen flitting about in the usual way, and there are any amount of Max Linders to make eyes.

* * *

One of the films shows a little tea party at the Cercle Sportif. It only takes four minutes to reel off, but from the expression on the faces of the tea drinkers it would appear as if someone had been reeling off quite a good story. What a pity the movies don't talk yet!

Then there is a Garden Party. Rumor has it that it took place early one Sunday morning, perhaps that is why one of our popular preachers is to be seen all dressed up and somewhere to go.

But what a lot of people do not attend church. You will be able to spot them next Thursday evening.

* * *

Quite a number of folk are still anxious about the value of the rouble, and one of the pictures takes you to the outside of the Russo-Asiatic Bank, very early in the morning, and brokers can be seen racing out of their traps, tripping nimbly out before the pony stops (what is the use of expecting the tram travellers to take any notice of the sign Safety First?), dressed chiefly in white gloves and a misunderstood smile. The Honskong Bank also gets its picture taken. The place has quite a lot of customers, almost as many as Sincere. It seems to be a rather "overdrafty" sort of spot.

* * *

"Charlie's Little Plot" has nothing to do with a Barff. It is a trifle written by one of Shanghai's clever and popular ladies, and all the parts are taken by the very best people, and in the very best style. Mr. Donne has a Max Linder part and he out-Maxes Max. Mr. Langley is a worthy member of the Force and is evidently down on the pay sheet as Charlie Chaplin. This little comedy will be one of the star turns and deserves its honor as a headliner.

* * *

The affairs of Empire Day, the Light Horse, the B. W. W., the S. V. C. Inspection, the Fire Brigade, etc, etc., are only a few of the many good things that the Pathe man will reel off in the dark.

You sometimes go along to a "Fo-tog-ra-fa"

The prints he shows you tell you what a "Dog-you-are"

But when it comes to chaff
The thing to make you laugh
Is to see yourself as taken by the "Cin-e-ma".

* * *

To change the subject and come to football.

Secretary Clifford, I hear, is going to call a meeting of the Football Association at the end of the week, probably on Friday at the Cathedral School, to make arrangments for the coming season.

We still have a crowd of players who cannot kick the Germans for various reasons, so to keep themselves fit for the time that may come, they want to kick the ball and keep things rolling.

The Recs are still open to engagements; the various school teams are in readiness; the S. F. C. are practising when they ought to be having their tiffin; the Police have their goal posts up and they will be at their post when called upon by the whistle; so now we shan't be long.

One More Day to Enter French Tennis Meet

Names Will Be Received For Cercle Sportif Tournament Until Tomorrow

At the request of several intending competitors in the Cercle Sportif Francais open tennis tournament who have not yet been able to find a partner in the various events the tournament committee has decided to extend the time in which entries are received until 5 p.m. tomorrow. After this hour no further entries will be received as the draw will take place at 6 o'clock that same evening. Entries should be sent to Mr. L. A. Chill, care of Messrs. Probst, Hanbury and Co., Ltd., 10 Nanking Road.

Although this year's entries are short of those of the previous year, with the exception of the hardcourt mixed doubles championship, they are quite satisfactory as far as the numbers are concerned, but in the championship events several of our best exponents of tennis are absent. Mrs. Farbridge and Mr. Toussaint are on the sick list, Mr. and Mrs. Elmore are away, and Messrs. Barrett, Humphrys and W. P. Roberts are unfortunately unable to compete. Nevertheless, keen competition is anticipated, especially in the ladies' events.

It is reminded that this tournament is open to everybody and tennis players who wish to enjoy a last few days of tennis should send their entries in without fail on Monday.

The championship events, gentlemen's singles, gentlemen's doubles, mixed doubles, ladies' singles and ladies' doubles will be played on hard courts, whereas the handicap events, consisting of gentlemen's singles, gentlemen's doubles, ladies' singles, ladies' doubles and mixed doubles American Tournament, with secret handicap, will be played on grass. Two prizes, a first and a second, will be given to successful competitors, and third prizes if sufficient entries are forthcoming.

YANGTSZEPOO CLUB AT HOME

The members of the Yangtszepoo Lawn Bowls Club will be at home to friends at 2 o'clock this afternoon if the weather is favorable.

Billiards

League Starts Tomorrow

The first Shanghai Inter-Club Billiard match of the season will be played tomorrow at 6 p.m. at the Lusitano Club, when Mr. G. M. P. Remedios of the home organisation will meet Mr. E. F. Fasting of the Thirty Club for 300 up. Following the match the prizes for the League victors of the 1916-1917 season will be presented by Mr. W. S. Campbell, chairman, the Lusitano club team being the winners. All members of the League are invited to be present.

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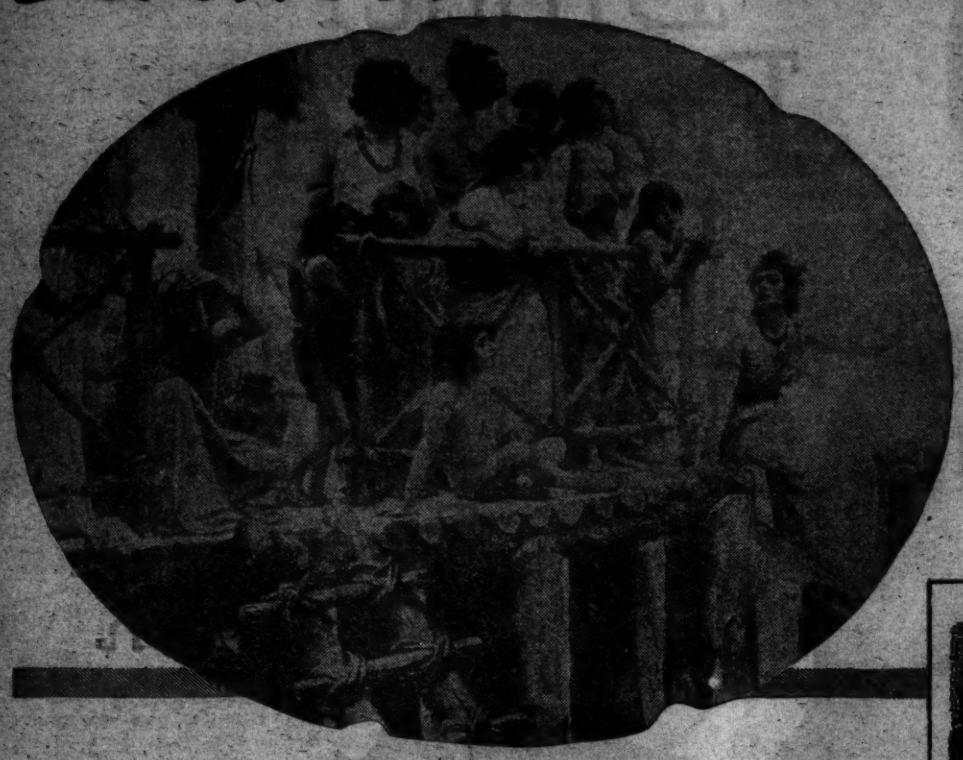
Magazine and Automobile Section of The China Press, Sunday, November 4, 1917

Science Plans to Cure the Blindness of Love



On the Left Is a Reconstruction of Prehistoric Life in a Warm Southern Climate by the noted Artist, P. Jamin. Under These Conditions the Brunette Woman, Relieved From Hard Labor, Developed Her Characteristics of Affection, Emotion and Power to Please, as Explained by Professor Mooney.

The Conditions That Developed the Blonde Woman Are Shown With Equal Clearness in the Reconstruction of Prehistoric Life in the North by the Same Artist, on the Right. Forced to Participate in the Struggle for Existence in a Harsh Climate, the Blonde Woman Grew to Be Sharp, Calculating and Combative, Less Given to Coquetry, and Caresses.

Professor Mooney's Unusual Suggestion of Measurements for Systematic Lovers, and His Interesting Explanation of Why "Brunettes Weep Quicker, Scream Easier and Caress Oftener Than Blondes"

By Prof. W. B. Mooney,
Chief of the Extension Department Colorado Teachers' College. (In a Lecture.)

MEASUREMENT of mental ability, particularly human mental ability, with its possible exposition of the characteristics of the person, or group of persons, thus measured, is occupying the centre of the educational and commercial stage to-day. The time is coming, and it is not far distant, when the applicant for a business position, or the applicant for any position of trust, will not be asked for credentials, recommendations, etc., but will be subjected to a process of mental measurement by an expert. Such a process will reveal to the potential employer every characteristic of the prospective employe—his moods, whims, peculiarities, idiosynerasies and his power of resistance to temptation—financial or moral.

By the same token the time is coming when the systematic lover will mentally measure his fair charmer—that is, he will insist upon a full and scientific report, from one capable of conducting a mental examination, as to the disposition, intellectual quality, dependability, etc., of the young woman with whom he contemplates marriage. And the young woman might well ask the same sort of a certificate from the chap who wants to wed her.

Thus will marriage be assured against many of the disturbing factors which wreck so many matrimonial barks. The husband and the wife will know in advance, when mental measurement comes into general practice, not only what their prospective mates look like, and what they seem like, but what they actually ARE like.

The science of mental measurement, strangely enough, was born in that land where mental oppression has prevailed for centuries—Russia. Pavlow, the great Russian psychologist, was the first to make experiments.

Every human being has one of three types of face—convex, plane (correct-plane), or concave. These forms are recognized when the faces under examination are shown in profile. The characteristics accompanying each form are different—and pronounced. There has been considerable speculation, scientific and otherwise, as to the character indication hidden (or, rather, revealed) in these different facial formations. But not until the science of mental measurement was developed could we tell by looking at a person's profile what sort of a person he is—that is, if he is a fair, average sample of his type.

For instance, by the shape of a person's face we can tell where his ancestors were born, what were their peculiarities of living, what were the obstacles in their struggle for existence they had to overcome, what were their racial, moral, intellectual peculiarities, and to what degree have those peculiarities endured through succeeding ages.

Thus, to theorize along matter-of-fact lines, let us suppose that one of our first ancestors and his family was compelled to steal his food from marauding animals which were more successful than he in collecting forage. If this state of affairs should endure for a century or two—perhaps a thousand prehistoric years—the descendants of that first family in that district would develop into pretty good thieves.

And they will be different from the ordinary pilferer. They would not consider their thievery immoral. The habit of stealing other people's goods would have become so inbred, and such a public habit among them, that they would not understand the wrongfulness of stealing under circumstances which provided their food for them in return for a little physical work.

With such an inherited conception of right and wrong this set of thieves would be the most dangerous thieves imaginable—far more dangerous in an organized community into which they might suddenly be introduced than would be a set of thieves who stole from laziness or covetousness only. The first would be shrewder, more capable, and bolder because they would recognize no reason to fear getting caught.

Now, then, to-day's descendants of that early family would be wholly different from the descendants of a family which had not been forced to steal its food in the early days, but had learned to work for what it ate. The descendants of the former would be thieves at heart—all the culture of passing centuries could not wipe out that instinct. They might, of course, be honest—thoroughly so. Among them we may find to-day the most respectable, moral and dependable men and women in public life—but nevertheless, subjected to a set of fixed temptations they would succumb to the opportunity to steal the tempting bait much quicker than would others who had come down from an original family whose lot was cast in a different clime among different circumstances.

Cross Section Showing Difference in Pigmentation Between the Skin of a Brunette Woman (on the Left) and a Blonde (on the Right)

The person with a convex face—short, fat noses, protruding mouths with teeth set well forward, receding chins and foreheads, came originally from mild climates. Let me explain how the climates in which the ancestors of convex-faced persons lived caused that peculiar shaping. Then it will be understood how, by mental measurements we can trace their characteristic peculiarities.

The protruding teeth show that the ancestors of that person were accustomed to eating fruits—soft fruits which were lifted whole to the mouth and torn by the teeth into bites. The chin receded so as to get out of the way of the teeth reaching out to bite into the object held up to the lips. And the teeth grew forward to making biting easier. In climates where fruits grew in abundance it was somewhat warm and damp; hence there was a short supply of oxygen. The nose flattened itself that the nostril openings might enlarge to let in with each breath as much air as possible, a large supply of air being necessary to furnish the right proportion of oxygen. And as to the receding foreheads—where food grew on trees there was not much brain exertion required of the individual looking for a meal. Therefore, there was not so large a space required for brain. It's very simple.

By the same reasoning the mental measurer has discovered the significance of the concave face and the plane—or flat—face.

Given a history of one's antecedents, his original instincts and mental peculiarities by the shape of his face, it is comparatively easy to submit him to a psychological test from which a measurement may be taken of the extent to which those original idiosynerasies have endured—and thus may we measure his likelihood to do certain things under certain provocation, or certain things under the lack of certain provocation.

There is another rule in mental measurements which takes into account the color of the hair. This is one of the rules that can best be applied to women, because the shape of their faces is a matter to them of such intense, introspective study that nature has been, to a certain extent, compelled by the power of thought over matter to make changes in women's facial formation in accordance with territorial ideas of beauty most fashionable in that especial territory.

But nature never changes the color of a woman's hair. A blonde mother may have a brunette daughter, but that is because the brunette father has been more forceful in imparting character to the offspring than the mother, or, where both parents are blonde, the brunette strain of some preceding generation has been revived and communicated. Thus the daughter may be said, after all, to have imbibed that racial distinctiveness indicated by her hair.

Mental measurement teaches us that the blonde woman is smarter than her brunette sister. It teaches us, too, that the brunette is more serious, thoughtful, cautious and submissive than the blonde. The ability to thus classify the blonde and brunette and distinguish between their mental and physical personality affords the modern man the opportunity to choose the kind of mate his yearnings most desire—a smart woman or a tender one.

The blonde has descended from those peoples who, either from chance or necessity, migrated into the cold, damp climates of the North. In their struggles for daily existence in the cold, barren North they had to be vigorous, intelligent, aggressive, creative, active and quick-witted and mentally resourceful enough to quickly adapt themselves to every extreme of heat, cold, feast or famine. Their fight for food was a bitter, daily combat. They had to be shrewd enough to outwit the animals; hardy and active enough to hunt far and wide, and strategic enough to beat one another at the continual game of hide and seek with food stores as the prize.

In these early ages the qualities of smartness, as we use the term to-day, was thoroughly planted in all members of the tribes. The women among these peoples were not pampered pets. They had to do their full share in the battle for life. They not only had to fight to acquire food but they had to fight to hold it. A hungry man seldom stops to think of being in love. Among the primitive peoples, at any rate, the hungry man never thought of the rule "Women and children first"—it was his own stomach first, let suffer who may, woman, child or man.

So our blondes to-day are sharp, witty, shrewd and combative. They are always likely to stand for their rights and to fight them, and to know a good way to get out the battle.

The brunette is the product of tender climates. Her first people settled where fruits and vegetables abounded. The men folk of her ancestors were never hard put to find something to eat, so they had time to cultivate the humors of their womenkind.

The brunette soon discovered that her sex enabled her, by various processes, to influence the men to bring food to her, sparing her the arduous task of going after it. Soon she discovered her power to instigate a rivalry between the younger men for her favors. Woman is never slow to take advantage of opportunity—nor scornful of chances for amusement. The brunette learned to amuse herself by ingenuousness, capriciousness, and skilful exposition of shyness.

She became somewhat cautious, too—and somewhat suspicious—when she learned that in the rivalry for her favor the men were apt to take an unfair advantage of each other, to promise things, for instance, which they later forgot when their attention was attracted by another woman waiting to be courted and fed. Thus she learned to imitate women who were more successful than she in acquiring suitors; and she learned, too, to place full value upon a man's devotion when once she had satisfied herself that it would prove reasonably constant.

So the brunette may be said to be negative, static, conservative, imitative, patient, submissive and thoughtful, impulsive when she gives vent to her emotions, and most generous in her gift of affection when she is sure it will be appreciated. Her ancestors taught her the value of a play of emotions—she can weep sooner, scream easier and caress oftener than the blonde.

I would say, from these observations made by the use of mental measurement upon blondes and brunettes, that the blonde was made for bargaining, while the brunette was made for loving—which, of course, is making a comparison peculiarly adaptable to the dilemmas of courtship.

I believe every judge, every teacher, every parent, should be an expert at mental measurement. The science will even do for matrimony what it was once hoped eugenics would accomplish—only far more efficiently. And there is no other contact between man and man, woman and man, or woman and woman, into which the ability to measure the other's mental and moral character would be of immeasurable account.

So I would say that every teacher should study the science of mental measurements. Study how to take the human being before you and trace his peculiarities back to the time of his ancestors, and then to fathom his gradual development into the being he is to-day, and know, by your deductions, just what would be his mental calibre and his moral inclinations when put to the test.

Although We Often Speak of the Blonde as Irresistibly Winning, It Is a Significant Fact, and Quite in Accord With Prof. Mooney's Law of Mental Measurement That All the Most Successful Sirens in History Have Been Pictured as Brunettes, Including Delilah, the First on Record. From the Painting "Samson and Delilah," by Solomon J. Solomon, R. A.

Dinner Dresses, Daring and Demure?

By Lady Duff Gordon.

A Demure Dinner Dress of Chiffon, with Trimming of Satin Bands.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

ART and taste figure in dinner dresses.

A woman may be justly judged by her dinner gown. If it is appropriate to the dinner and suitable for her, she is a woman of taste, discretion and discrimination.

A dinner gown should be fresh. If the laces are crushed or the material looks ever so slightly soiled or crushed or faded, the wearer writes herself down a sloven in mind and dress. Immaculateness in attire is a compliment that is due to one's hostess. If we haven't a suitable gown for dinner we should acknowledge the invitation with regrets. Appearing at dinner in unsuitable attire is a direct affront to the host or hostess. Our absence might be deplored, but our presence in ill-chosen attire will be the more deplored.

A dinner gown may be daring or demure, according to the personality of the wearer. Certainly a debutante's should be demure. The woman of thirty or more, of established social position, may wear a gown of more challenging type. A beautiful leader of New York society introduced the mode of wearing dinner gowns cut to the waist line in the back. Her stately yet piquant brunette beauty was equal to the task of "carrying off," let us call it, a courageous mode. On a girl or a woman of less assertive type it would have been impossible.

The gown depends in some measure upon the dinner. For the quiet dinner of six or eight covers a magnificent gown would be ill chosen. Far better a tasteful trifle in chiffon, with a flower or two. For a large affair or a comparatively small dinner commemorating an important event, the most sumptuous gown in your wardrobe should be selected.

A gown appropriate for the most stately dining function is represented by the largest figure on this page. A handsome brocade is the fabric for its fashioning. Two of its distinguishing features are the straight, narrow skirt that impends as surely as does Autumn weather, and the panniers that are also certain factors in the Fall garments. I place this gown high in the rank of my creations. Because of its grace, combined with stateliness, it is a darling of my fancy. The panniers, long and crossed, add but slightly to the apparent bulk of the figure. The long, square train depending from the shoulders conforms to the passing taste. The bodice, of straight lines, is of embroidered chiffon. The elaborate trimming, chiefly in horizontal lines, is of metallic embroidery. The shirred front is so ornamented. Over the shoulders, and following the lines of the crossed panniers, are rows of the metallic embroidery in floral

Taffeta for the Gown and Embroidered Chiffon for the Coat Combine in an Informal Dinner Costume.

A Brocade Gown Appropriate for the Most Stately Dining Function. The Straight, Narrow Skirt and Panniers Denote the New Mode.

design. The neck is higher than last season. It is cut as though I had intended to give it the wide, straight line that is so becoming to one of a graceful neck, then had changed my mind and rounded it to a wide curve. The sleeves reach the elbows. A very wide girdle of soft satin ribbon lends distinction to the gown without making the wearer's waist look larger. Let me call your attention to the chiffon that covers the hips, yet permits the effect of panniers, draped lower, of the brocade.

As simple as the foregoing is ornate is the unostentatious frock of chiffon trimmed with curving folds of satin, with a plaited heading of the satin. The deep fold about the edge of the gown and nearly of knee height is succeeded by one a sixth of its width. The top and the third of the folds is double the width of the second. A proverb of dress is that irregularity lends piquancy.

This dinner gown has it. Note that the lower three-quarters of the sleeves is formed of satin, corresponding to that of the folds on the skirt, and that a narrow plaiting defines the point of the meeting of chiffon and satin. The neck, cut to a very low point, and the very long sleeves, are finished by a collar and lace ruffles of delicately embroidered net.

Taffeta draped with apparent negligence, but great care, light chiffon for a blouse and a dark embroidered chiffon coat, comprises the third of the dinner gowns.

ACROSS THE CHANNEL TO PRISTINE FRANCE

Civilians Wear Lifebelts And Fear Fog Horn Will Lure Submarines

By G. H. Scholefield

Every civilian on board the Channel boat—and they were limited to about five—felt quite certain as we slackened speed in a damp sea-fog drifting up from the Atlantic, that our whistle, going constantly in conversation with the shrill syrens of unseen destroyers, was infallibly calling up the U-boats to our destruction. It was a dismal business standing-to with lifebelts fastened on, and the clammy sea air moistening everything about us.

Military police appointed for the voyage saw to it that everyone had his lifebelt properly secured, and that the boat davits were clear and swung freely. Apart from this, the circumstances fell into that routine which three years of war inevitably produces. Boredness was the prevailing note, and impatience at the time absorbed in bringing to the quayside the two ships which left with us some time earlier.

Two years ago our port of disembarkation was in the hands of the French Army. England had a tiny little army of something over 100,000 men holding up twenty or thirty miles of trench-line in Flanders; and at the wayside examining ports from the coast to the front she had a certain number of road police trying to talk French with an equal number of French territorials trying to talk English. I remember how we marvelled then—the first British correspondents allowed near the front—at the inexorable expansion of British authority and the British tongue, and at the astounding mechanical trend of the war. French officials predominated everywhere, and the British lines of communication still lay like lines through a French terrain.

Today, what a difference! France has bied at the ramparts of her honor. The armies of England, ever growing and expanding, have come to her succor, have taken over length after length of the rampart, bastion after bastion of the forts. They are pouring incessantly into Picardy and Artois—the fighting men, the supply men, the engineers, the followers, the doctors and nurses—endless cohorts of men and women, even to the girl clerks who are now going across by the hundred, in neat brown uniforms to relieve fighting men from the telephones and telegraphs and typerwriters and counting-houses in the war zone.

The Meeting of Nations

All nations meet today on the Channel steamer. There are men from almost every British regiment returning from leave; Australians, Canadians, South Africans: for New Zealand a colonel of artillery, several infantrymen and bombardiers, and the D.D.M.S.; a Japanese naval commander, in neat uniform of black with black braid; some Italians, a Russian; many Belgians and French; a military mission from Rumania, very picturesque and bearing decorations for Britain and France.

It is well on in the evening when we land, and after dinner we dash out at one bound into the ghostly midnight of the zone of war. The aggressive challenges of two years ago sound no more, for the whole zone of the armies has been cleansed. There is no civilian from Calais to the Marne, from Bullecourt to Havre, who has not been well approved, and the army no longer wakes uneasy at night for fear of spies. There are no lights; there are no people. They are all old or young, and they want sleep for the fields tomorrow to feed France, struggling and bleeding far away at her ramparts. Now and again an old woman has to be wakened to open the gates at a railway crossing, just as in 1903 or in 1878. Two years ago night and day here were both loud with traffic and dashing wagons and bilingual controls. Today the fighting men have many other roads of supply, and marvellous new railways torn from Saskatchewan and Much Wenlock and Crewe, carry myriad trains in silence and unchallenged from the sea to the front, from the front to the sea.

This road, once humming with eager speed to the historic towers of St. Omer, is now silent and desert at midnight, and the tall pollards slink by like phantoms against the slink by like phantoms against the fog. One clump of trees, full of interest even in the dark, is that which hides the plain cross marking the old battlefield of Agincourt. For the rest, all are alike until we enter the long straight drive to the 18th century chateau, which is to be our sleeping-place for a few nights.

Harvest in France

But daylight shows how complete has been the transformation made by the last two years of war. After an early breakfast we start at full speed eastward towards the line. It is still for the most part the quiet rural France of pre-war days, with its old woman tending its biddable cattle and weeding it well-tilled fields. One marvels today how they have managed to find the labor to sow every corner and nook just as they used to do in peace time. When Zola divided life into chapters and called one of them "Agricola," he said something real about France, whose very fields today seemed determined on a harvest of victory. One thinks irresistibly of the French infantry as the French wheat, unprotected by any hedges, stands erect, clean and firm in a wind which is blowing with some vigor across these high uplands. Incidentally, it is a comfortable thing to feel how our own women, not accustomed as the French to field work, have also stepped cheerfully and uncomplainingly into the breach to do the work of men.

So much is pristine France. And it is pristine France, too, the long flat downy vista eastward, with the assorted and mathematical plantations and the strange mixture of English country lanes and straight Roman roads, unhedged, but thinly-lined by severely trimmed pollards or poplars or limes. We meet the great war first in the larger towns and villages, where North Country traffic police wave us here and there with spacious hands and well-remembered accents; where children and young people speak English as they never did before, and drink tea as they never knew how to before; where the quaint litti shop windows have almost stopped whispering "patisserie" and "charcuterie" and "epicerie" to shout "afternoon tea" and "fish and chips" to the Tommies over-running the land.

We see groups of small brown Portuguese soldiers standing before their billets and feeling today as we felt in New Zealand late in 1899, when Sergeant Gourlay and Trooper Connell were killed—the first blood of our sacrifice for something wider than our own fields. We see villages and towns altogether occupied by well-behaved Tommies and Jocks and Taffies. We see strange, unexplained detachments of technical troops quartered here, there, and everywhere; with perhaps only a single air wire, different to discern, connecting them with the great machine of the war.

But the most significant development of the last two years in France is that of light railways. There is no need to say they are everywhere, because a railway can do so much more easily and less noisily the work of many roads. The French State railways go on as before at almost the same painful rate for goods traffic; yet they are doing a very considerable part of the work, especially in the carrying of personnel. The light lines, on the other hand, have made possible what might be called a distributed concentration of supplies and munitions. Instead of piling up huge dumps as targets for Hun planes it is now possible to sow the countryside for many miles back with reserves which are scarcely visible from the air, which could not possibly be destroyed in toto, and which can yet be rushed to the point of consumption at a moment's notice.

Bolo Pasha Seized In Paris As $8,000,000 Enemy Alien

Associate Of Ex-Khedive Of Egypt Said To Have Used Big German Fund—American Reported Involved By Revelations

Paris, Sept. 29.—"The Bolo affair is going to enter a new phase," said an official statement issued tonight. The new phase will be the result of "important information" received from the United States.

"It concerns particularly the origin of funds to a considerable amount held by the accused," the statement adds. "In consequence of this information Bolo was placed under arrest."

For weeks there have been insinuations and published charge that Bolo Pasha, associate of the former Khedive of Egypt and suspected of relations with the enemy as a result of his pacifist propaganda, had been in close financial touch with a prominent American publisher.

It has been an open secret that the Government agents of both the French and American nations have been working along this line, but until today apparently the evidence was not in tangible shape. It also was developed that large sums of money were deposited with J. P. Morgan & Co. in 1916 to the credit of the suspected enemy agent. Meanwhile Bolo Pasha has been ill for several days and has been confined to his apartment. He was placed under arrest today.

The Action Francaise today charged that the German Government had turned over to Bolo $8,000,000, partly through the former Khedive, now a resident of Switzerland, and partly through an American source. The newspaper said the money was intended to subsidise the press in an effort to bring about a premature peace.

The arrest of Bolo has been delayed repeatedly through the difficulty of securing evidence against him. Swiss banks refused point blank to give information requested.

Following announcement of the arrest today the afternoon papers gave added details of the alleged big sums placed to the accused's credit. The statement is made that $3,000,000 has been traced back to the Deutsche Bank. Publication of an appeal to Premier Painleve protesting Bolo's innocense and begging the Government to "finish with the affair" also is displayed prominently in the press. The appeal was transmitted through the attorney for the Leventine.

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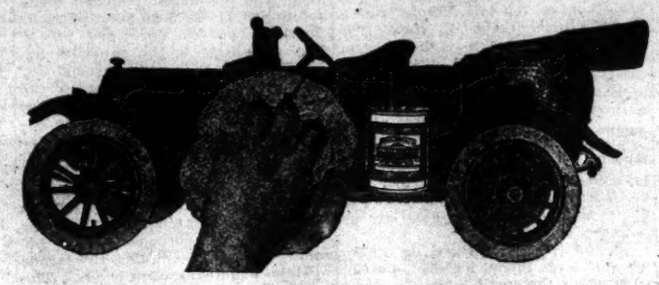

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Automobiles

SHANGHAI, SUNDAY, NOVEMBER 4, 1917

INSPECT STEERING GEAR FREQUENTLY

Life Depends On It And Too Much Attention Cannot Be Given

"As you value your life, keep watch of your steering gear," says W. H. Stewart, Jr., president of the Stewart Automobile School. "More harm can come to you and your car by its failure than through any other cause. If your brakes fail you can always use the motor as a brake. If a wheel comes off you stop. You may be thrown against the steering gear and receive internal injuries—but you stop. Whereas a faulty steering gear allows the car to keep on its way absolutely without guidance. It is exceptional to have enough space around a car so that it can go unguided long enough for the driver to realise something is wrong and apply the brakes without a serious collision or having the car run off the road entirely.

"The surest prevention of trouble is a thorough inspection of the gear and all its connections once a week. Having the wheels on the ground move the steering wheel back and forth to see how far it can go without moving the front wheels. Half an inch or so is not objectionable, but is a distinct relief to the driver. Anything over an inch should be removed, especially if you find it increasing during the drive. This shows that one of the globe joints (ball and socket) is coming loose and will soon drop off, giving you absolutely no control over the front wheels.

"If too much lost motion is discovered it must be traced to its source. As you turn the steering wheel note how far the movement extends. Usually it goes no farther than the steering gear, until the lost motion is taken up. Then the parts outside begin to move. If this is the case look over the gear carefully to see what provision is made for tightening. Sometimes a thrust nut encircling the steering column is provided, sometimes an eccentric bushing. The instruction book or an experienced man must be consulted if you are in any doubt, as it is risky to loosen parts which you may not fasten correctly. It is not always possible to remove all the lost motion, but usually some improvement may be made. The steering gear will be a little stiff at first, but this will disappear after a few days. The added sense of security will more than offset any difficulty in turning the wheel.

"The other parts should now be inspected for lost motion. The ball and socket joints may need taking up. Be careful to replace split pins so that the adjusting nuts will remain in position. If one of them drops off the adjusting nut will begin to loosen, giving the effect of increasing lost motion, as mentioned before. On other joints the holes may be worn or stretched out of round. Lost motion in these places can only be remedied by reaming out the holes to a larger size and fitting new pins to them.

"Now go over all the joints and see if they are properly secured. They may be held by split pins, lock nuts or lock washers. Where a split pin does the work it will be sufficient to make sure it is in place, but nuts not so secured require a wrench. To test for looseness of the tie rod connecting the two wheels jack up both wheels and take hold of the front of each wheel. Shake them out and in. Any looseness will immediately be apparent.

"Having the wheels jacked up gives a good opportunity to test the king bolts. These are the bolts that hold the steering knuckles to the car axle and make the hinges on which the wheels swing. They are subjected to a heavy strain at top and bottom and so must be watched for wear. Shake the top of each wheel back and forth and see if pins are worn. If any looseness exists it may be in bearings on wheel spindle. If looseness exists after bearings are tightened a new king bolt must be provided.

"We have but little to do with the undergather of the wheels as that is taken care of by the designer and does not vary unless the axle becomes bent. Undergather means that the bottoms of the wheels are brought in at the bottom, causing the tops of the wheels to lean outward. This is to bring the bottom of the wheel more nearly under the king bolt, making it easier to steer. It will be well to glance at the angle each wheel makes with the perpendicular to make sure the axle has not been bent. Then to turn the attention to the foregather. This means that the front part of each wheel is set in about half an inch. This is to offset the tendency of the wheel to flare out as the car runs forward. The amount of foregather is controlled by the length of the tie rod. An adjustment will be found at one end by which the distance between the front part of the wheels can be regulated properly. This distance should be measured, but one may acquire sufficient skill with the eye to do the work. It is of extreme importance to have the correct foregather, as otherwise the tires wear out rapidly, making it an expensive matter to have the wheels out of true.

Many Changes In The New Buick

The new series Buick cars are three in number as during the past season considerably improved and with the intermediate size the D-44-45, commonly called the small six, supplanted by what is practically a new model using the same power plant as the large six. The series letter now is E instead of D, making the line as follows: E 4-34, the four-cylinder car, $795; E 44-45, the new six, $1,265, and E-49, the larger model, $1,495.

The sixes now are much the same with the exception of the passenger capacity, body style and wheelbase, the smaller one being a five-passenger of 118 inches and the larger a seven-passenger of 124 inches. Since the power plants are the same in both models and the chassis design similar, they may be described together. There are a few changes to be seen in the engine, among them a change in inlet valve size. These valves now are larger than the exhausts. There now is a hole in the pan which permitts of easy draining of the crankcase, and the Delco distributer has been altered slightly. The bore and stroke figures are 3⅜ by 4½, and it might be mentioned that now all Buick engines have the same bore which is valuable from a manufacturing point of view. The valves are, as always, in the head of the block casting and operated by vertical rods and rockers. The crankshaft is a four-bearing type with the second from the rear acting as the thrust. The Delco equipment is retained as well as the same carboretion, cooling and lubricating systems. The clutch is a dry disc and the gearset in unit with it. The drive and floating rear axle are as before.

The bodies on the sixes are different, the large model having a double cowl, while the smaller has the usual type of front seat. However, the latter has a sloping windshield, a body 3½ inches wider, plaited upholstery hand pads on the doors, a new top with improved side curtains and a new style speedometer. The tires are 34 by 4 while on the large six they are 34 by 4½.

In the four-cyclinder, which uses the same general design as the others, there are a number of changes to be seen, principally in the equipment. A new form of top has been adopted, Perlman rims fitted as standard equipment, a new slanting windshield installed together with a charge-discharge meter on the dash showing how the battery is being taken care of; there now is an oil sight feed on the dash, a gear oil pump supplants the piston type used before, the accelerator pedal is of new design, and the instrument board has been narrowed to improve its appearance. In addition to these changes there are others among which may be mentioned the use of new valve lifters with dust guards to prevent rapid wear, a new type of universal, the gear-shifter lever has been lengthened, the semi-elliptic rear springs have been lengthened four inches, and crown fenders supplant those formerly used. The whole body is of much better finish and the detail changes made are noticeable at a glance to anyone familiar with the previous model. The wheelbase is the same as before, 106 inches, and except for slight changes here and there in the most minor detail the essential chassis units are as before. The engine is 3⅜ by 4¾ of the same fundamental design as the six and using the same electrical equipment. The clutch on this model is a cone and the rear axle a three-quarters floating. Tires are 31 by 4.

Rear spring suspension on this model is by semi-elliptics, the larger models employing cantilevers. The rear springs take the driver while torque is taken through a tube enclosing the propeller shaft.

MANY TROUBLES SPRING FROM BATTERY NEGLECT

By William H. Stewart, Jr.

If you value peace of mind while driving an automobile, keep in close touch with your storage battery. All goes well so long as the battery is working properly. But some fault creeps in and your battery fails. Result: No lights, no starter, and worst of all, no ignition. This does not hold true for those cars that use a magneto for ignition, but for the great number of cars that draw on the battery for all three kinds of service—ignition, starting, and lighting.

By keeping in close touch I do not mean testing it every day, as that is not necessary, but there are many indications a battery gives before it is exhausted. The driver who is alert to watch for these anticipates trouble, and so has his battery at all times in the best of condition.

The proper care of a storage battery is the same whether the battery is used for all three duties or only for lighting. The same chemicals are used in the plates, and the electrolyte is the same, the only difference being in the thickness of the plates and their number. A battery used for starting must give a sudden rush of heavy current. A large number of plates are needed for this, as it is extent of surface which is required. Hence the plates are more numerous, but are made thinner so as to be less bulky. Of course such a battery must be larger. It must be able to give from 80 to 120 ampere hours, depending on the system, whereas an ignition battery need only give 40 to 60 ampere hours. A 40-ampere hour battery is one which will deliver one ampere per hour for forty hours, two amperes per hour for twenty hours, and so on. Naturally a 120-ampere hour battery would be much larger than a 40-ampere hour battery. It need not have any more cells, for both may be three-cell batteries, but must be larger because its capacity is larger.

Test it once a week with a hydrometer. It should read between 1.275 and 1.300. If it reads above 1.300 it needs some water. Nothing but distilled water should ever be used. Well water and spring water frequently contain mineral salts which will damage the lead plates. Rain water from a wooden roof may be used, or melted snow, but distilled water can be obtained at every drug store. It rarely costs more than 10 cents a gallon, so there is no excuse for not having some on hand all the time.

More water should be added every two weeks, as a matter of routine, but it is well to add it more frequently in hot weather. It is broken up into hydrogen and oxygen which escape, and some of it evaporates through the holes in the vent plugs. The sulphuric acid remains and is never lost except by spilling. The best advice for the inexperienced driver is never to put acid into his battery. If some has been lost by spilling it should be replaced by an experienced battery man who knows when to add it and just how much to use. It stands to reason that the hydrometer test should be made before the water is added as it does not mix with the acid immediately and so a test would show almost pure water. After the battery has been charged a short while bubbles begin to arise from the plates and these cause the electrolyte to circulate, mixing it thoroughly.

If the electrolyte tests below 1.275 consider what you may have done to keep it from receiving its full charge. All systems are adjusted so that the battery receives a slight charge when the load is all on it. That is, when the lights are all turned on and the engine is drawing current for ignition. The generator is now producing just a little more current than needed, and this serves to keep the battery up to full charge. If, however, the hydrometer reading is below 1.275 it may be the driver's fault or it may not. If he uses the starter too much or leaves the lights burning too long, without running the engine, the battery will be run down. A car which runs days as well as nights and does not stand too long with lights burning but engine stopped, will keep its battery charged. The starter makes a very heavy drain on the battery, far more than the lights, and so must be used sparingly. This is why it is advisable to test with the hydrometer once a week. It notifies you if your use of the system is properly balanced—tells you if you are taking more out of the battery than you are putting into it.

If you have not been abusing the battery as explained above, then the fault is in some part of the system. The generator may not be producing current at the proper rate. The commutator may be dirty, the brushes may not fit properly. There may be a loose connection, or the sediment in the battery may be discharging the plates. These troubles can only be corrected at a service station. Run the engine and note if the ammeter shows the usual charging rate. Speed it up and note if rate increases. Turn on all the lights and see if the ammeter still indicates a slight charge. If not, the system is in need of expert attention. If neglected the battery will be discharged or run so low that it must inevitably be sulphated—a condition bordering on ruin. If taken in time a sulphated battery can be saved, but it means extra expense, and there is always the danger of decreased capacity if not actual ruin.

But the skilled driver knows that his battery is growing weaker without testing it with a hydrometer. His starter does not turn the engine quite so rapidly, his lights do not burn quite so brightly, and the lights brighten up as the engine speeds up and grow slightly dim as the engine slows down. This shows that the battery cannot quite keep the lamps up to full brilliancy and that the generator is carrying the load. Do not confuse this symptom with what is called flickering, where the lamps grow bright and dim rapidly. This is due to a break or loose connection in the circuit and is independent of engine speed.

Car Thievery Becomes Systematised Business

Auto stealing in America is one of the safest and most profitable ways of "making a living without working." Occasionally a thief is sent to prison, but thousands escape, and because of the universal use of automobiles and the failure of most owners to assist in guarding and locking their cars, auto stealing is increasing instead of decreasing.

"From California to Maine the 'business' is carried on," says William Klinger, head of the automobile department of the London and Lancashire Fire Insurance Company, "and in many instances it has been systematised. The police have done great work in bringing thieves to justice, but always there are factors which prevent detection in the case of automobile thievery not present in other forms of theft.

"The insurance companies are boosting the rates, for it is becoming an unprofitable business to insure cars unless the rate be high. Honest owners have to pay an increased rate because of the increase in stolen cars."

The following figures, showing how many cars were stolen in the first six months of 1917 in nine large cities of the United States, how many have been recovered and how many still are missing, give some idea of the extent of auto thievery:

	Stolen.	Recovered.	Missing.
New York	861	762	99
Chicago	1,706	1,200	506
Detroit	2,136	1,707	429
Los Angeles	699	533	166
Boston	368	249	119
Seattle	317	239	87
Minneapolis	350	100	250
Omaha	350	291	59
Denver	448	379	69

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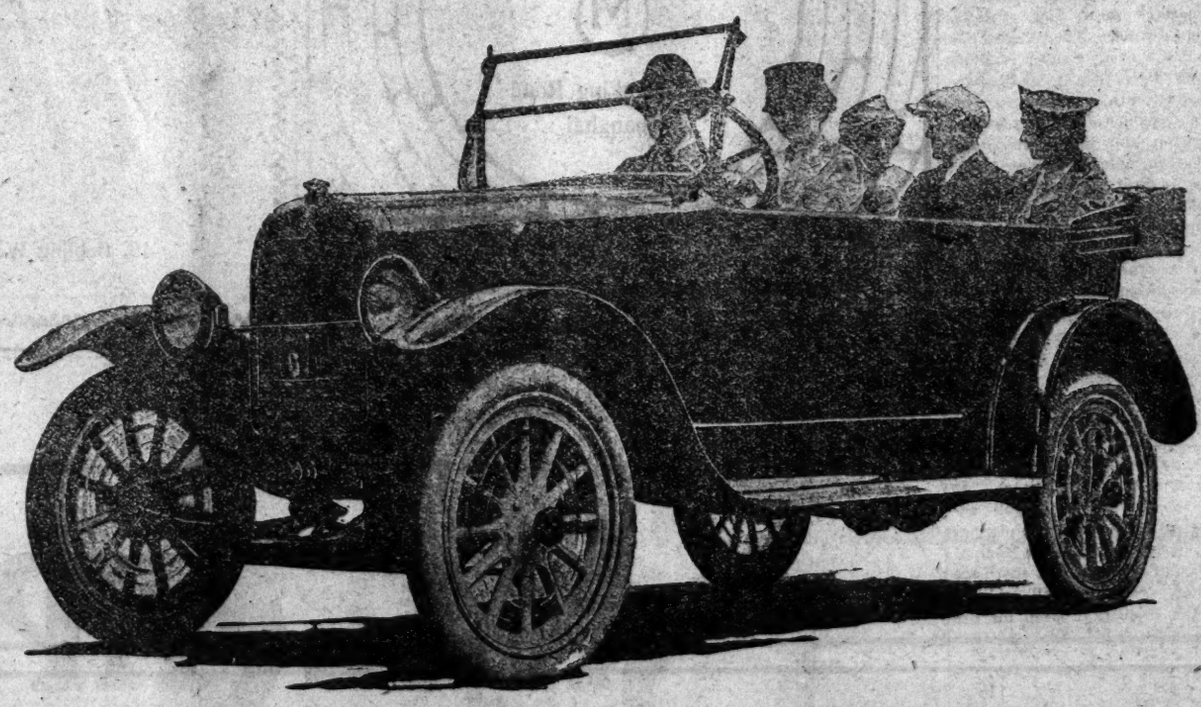

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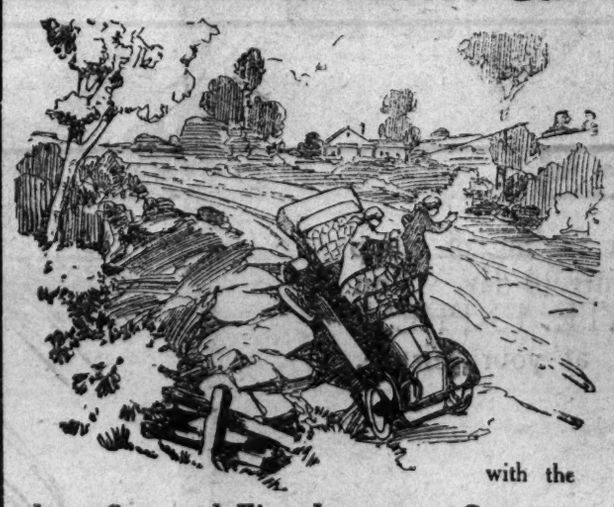

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MOTORISTS IN LARGE PLAN TO SAVE GASOLINE

Auto Organisations Combine To Assure Supply For Army And Navy

To guarantee ample fuel for army and navy needs for the legitimate requirements of motor car uses, the national automobile organisations have begun their "save gasoline" campaign among garages, dealers and owners.

Co-operating in the movement are the National Automobile Chamber of Commerce, Society of Automobile Engineers, Motor and Accessory manufacturers and the American Automobile association, with its membership of motor clubs and individual owners.

In his announcement Van H. Manning, director of the bureau of mines, says it is estimated the United States army will need 350,000,000 gallons of gasoline for air planes, trucks, tractors, etc. He says: "Automobile owners need not lay up cars, but should use them either for trade or pleasure purposes thoughtfully and judiciously. If this advice is followed, there will be no undue scarcity, for the United States possesses an abundant supply for ordinary purposes."

During the fiscal year ended June 30, 1917, the United States exported 425,703,130 gallons of gasoline and naphtha, as compared with 294,779,809 gallons in the previous fiscal year. Her exports of crude, illuminating, lubricating and fuel oils, residuum and other mineral oils increased from 2,148,668,174 gallons in the twelve months ending June 30, 1916, to 2,323,735,304 gallons during the last fiscal year.

Of the 2,500,000,000 gallons of gasoline refined in this country last year about one-half were used in the 3,500,000 motor vehicles in use. Even if only a 10 per cent saving is effected by automobilists this will amount to more than 125,000,000 gallons in the next twelve months. Such a saving is easy to accomplish, according to the National Automobile Chamber of Commerce, without entailing hardship on anyone and with actual benefit to car users aside from the saving in fuel and the cost thereof. By more careful adjustment of carburetors, cleaning of cylinders, tightening of piston rings, etc., the cars will run better, develop more power and generally give more satisfaction.

The National Automobile Chamber of Commerce is calling upon all manufacturers in the country and upon about 27,000 dealers, 24,000 garages and 13,000 repair shops to help in the movement to save gasoline. It is preparing a placard to be hung on the walls of service stations, garages and supply stations urging users to economise in the consumption of gasoline in the following ways:

Do not use gasoline for washing or cleaning; use kerosene to cut the grease.

Do not spill gasoline or let drip when filling; it is dangerous and wasteful.

Do not expose gasoline to air; it evaporates rapidly and is dangerous.

Do not allow engine to run when car is standing. Cars are fitted with self-starters and it is good for the battery to be used frequently.

Have carburetors adjusted to use leanest mixture possible. A lean mixture avoids carbon deposit.

See that piston rings fit tight and cylinders hold compression well. Leakage of compression causes loss.

Stop all gasoline leakage. From the habit of shutting off gasoline at the tank or feedpipe.

See that all bearings run freely and are well lubricated—friction consumes power and wastes gas.

Protect the radiator in cold weather—a cold engine is hard to start and is short in power.

Keep tires fully inflated—soft tires consume power.

Do not drive at excessive speed. Power consumption increases at a faster rate than speed. Every car has a definite speed at which it operates with maximum fuel economy.

Change gears rather than climb hills with wide open throttle—it saves car and gas.

Do not use cars needlessly or aimlessly. By exercise of forethought, a number of errands can be combined so that one trip to town or elsewhere will do as well as two.

Reduce the amount of riding for mere pleasure by shortening such trips or cutting down their frequency.

The government is not contemplating any drastic action to compel car users to give up riding for pleasure or recreation, and if there is a general and concerted effort to save gasoline it is believed there will be ample to meet all reasonable requirements.

Wrap Spare Tube In Paper With Rubber Band

"How should I carry this tube in my car?" is a question which the new fledgling to the automobile recreation frequently asks. A Fisk Rubber Co. agent applies nothing more than plain cold reasoning in his answer to this query.

He says: "The best way of all is to carry your spare tube mounted and inflated in your spare tire, but where an additional tube is desired, it should be wrapped in heavy wrapping paper and bound with rubber bands.

"If not wrapped it is likely to become cut or chafed from contact with tools or other equipment carried in the tool box, and thereby permanently injured. The use of rubber bands instead of string for tying the package is recommended because it will prevent cutting the tube should the string be tied too tight."

An Uncatalogued Use For The Versatile Automobile

Families owning autos are beginning to make a practice of going direct to the farm for fresh vegetables, eggs, and poultry. Some small truck farmers have sold practically all their vegetable crop at the farm gate this season. They receive orders over the phone and they are ready for delivery when the car calls. A truck farmer of this new type near New York said to a purchaser:

"This is the tenth order for corn I have filled this morning."

"You are fortunate," said the purchaser, "to sell your stuff without leaving our place."

"The people who buy this way are also fortunate," said the farmer, "for this corn was pulled only two hours ago. It is the only way to get really fresh vegetables, by coming to the farm for them in an auto. Not even the finest hotels can supply fresh vegetables like these, for vegetables lose something of their flavor every hour they are on the market in the city."

Many advantages of owning an auto have been pointed out by those who are interested in promoting their sale, but this is apparently a new use for the motor car—rapid transit from the farmer's garden to the city table.

Motor Fads And Fancies

Chauffeur's livery shows but little change from season to season, but there is a new bird's-eye worsted suit for early autumn wear that reveals some change in model. The jacket is a yoked Norfolk, with patch pockets and breast watch pocket. The overcoat is in the belted model, with the deep inverted side plaits.

The cap is a trifle higher in the crown than those of last season, and, of course, matches the suit in material. The new French goggles, with side gauze screens, are worn with the cap. Black dogskin gauntlets are the correct things to wear with this suit.

Light-weight, double-faced English robes are very much in evidence now for the touring week-end trip. Plaid on one side and plain on the other, soft and cozy, they are ideal for the purpose. Men like for rough use, fishing parties, etc., the plaid-lined gabardine robes, and many pretty combinations are offered. Chenille and velvet robes figure only among limousine fittings.

Fur caps are doing their best to push long coats into the back-ground, and for the early part of the season are likely to succeed. They are warm, easily thrown off and left in the car and have many good points. Made of short fur with the long fur trimming, they are very pretty. High, tight collars are headed this way and the comfortable openneck-ed dresses and blouses are in danger.

Scarf hats, while not absolutely new, are shown in better models than heretofore. In mushroom shape, with velvet brims, the puffy silk crown has soft, full handkerchief ends, that are caught in front by a buckle. By drawing them out of the buckle they can be fastened over the hair and around the neck to become perfect dust protectors.

The hats of silk with veils attached vary but little and are always good. The shirred silk mob cap is perhaps the latest in this class, and the rolling soft brim can be arranged so as to be becoming to any type of face.

Brush wool sweaters are again in evidence for cool riding, and their rough and ready appearance makes them very smart for touring or late camping wear. A silk sweater for dressier wear in purple and peach combination is unusual enough to be very attractive, though the model is of the usual close-fitting sack with a sash girdle. The wool jersey slip-ons take the place of the old sweater coats and are very handy for light wraps. Any colors are to be had and gray or white lamb's wool collars and cuffs finish the garment.

TWO MAXWELL CARS SHOW WELL ON TOUR

Make Total Mileage Of 10,000 Miles With Only Fifty Cents For Repairs

Two Maxwell cars recently driven a total of 10,000 miles at an expense of only 50 cents for repairs just naturally make the most liberal of men enthusiastic over the economy of Maxwells.

One Maxwell was driven 4,400 miles without one cent being spent for repairs. The other Maxwell covered 5,088 miles and required repairs amounting to 50 cents.

Tom Black, of Wenatchee, Wash., started with his wife and baby and Mr. and Mrs. H. L. Tedford, on a trip east. A trailer carrying 800 pounds of baggage was hauled.

Trouble only once was experienced. That was on top of the mountains where a snowstorm caught the party. It was found necessary to requisition a team of mules to pull the heavily loaded car and trailer out of a snow drift.

A truss rod costing 35 cents was purchased. The remaining portion of the 50 cents expense was paid a mechanic to tighten the steering gear.

The Washingtonians visited relatives in Iowa.

F. H. Elvin, 681 South Main street, Lima, O., made nearly as long a trip as the Black party without spending one cent for repairs. Mr. Elvin toured from Lima to Ogden, Utah, and then to Cheyenne and Yellowstone Park.

The estimated distance of the trip West was 2,250 miles and the route home was given as 2,150 miles. Going West the Maxwell averaged 24 miles to the gallon of gasoline.

The Maxwell performed perfectly at all times. It never was in need of outside assistance. It was, however, able to render aid to heavier cars experiencing difficulty over the steeper grades.

Efficiency Tips Worth While

A new convenience for automobile tourists is a folding gasoline cooking stove that can be carried in a car and be supplied with fuel from its tank.

A luminous paint for automobiles invented in England, is said to be so effective that a car coated with it is visible at night for two miles without the use of lamps.

Almost all the machines usually found in a woodworking plant have been mounted on a motor truck by a Missouri builder, so that the work can be done on the scene of a contract.

The powdery abrasions coming from worn magneto brushes, when mixed with oil, will serve to short circuit the electric current and the result will be irregular firing. The magneto needs an occasional cleaning.

When using the self-starter be sure that the spark is retarded, as a back kick may wreck the mechanism. This is not necessary if the car is equipped with a magneto as the engine starts best when magneto spark is advanced.

End play in the crankshaft is apt to first be noticed when the car is throttled down to around five miles per hour, when so-called bucking will take place, accompanied by knocking. If the play is excessive the knocking will be heard as the speed increases.

Best results can be secured from a motor cooling system by keeping the radiator cells free from foreign matter. Particularly on long trips over bad roads the interstices of the radiator are packed with dirt and mud, retaining the heat which should be dissipated in radiation.

Every person riding, driving, propelling or in charge of any vehicle upon any street shall, in overtaking any other vehicle, pass to the left of such vehicle, and the person in charge of such vehicle being overtaken and passed shall give way to the extreme right to allow such vehicle to pass with safety.

A deposit of dust on the reflector or lens often cuts down the light to a marked degree. The owner should make a weekly habit of wiping the dust from these parts. While doing this it is a good plan to inspect the cable connection. Vibration often loosens it and the poor contact results in a loss of light and waste of current.

If you're in the least doubt about your tires, better get new ones if you are going to drive on a vacation trip. You don't want to carry the haunting thought that you have a casing or two that may be let go any minute when you are supposed to be out for enjoyment. The tires you take off may be carried as spares, and you'll be assured of a trouble free trip.

An interesting and profitable trip that every motorist should take, but very few think of, is a trip under the car to see the condition of things there. Inspect brake connections to see if there are any which do not get attention when the car is oiled. See if they are wearing out or weakening. Sometimes one finds grease cups that have been neglected for a long time. Also inspect the universal joint to see if it is loosening up or needs grease.

If often is disappointing to many owners of new cars to have the hood finish suddenly become dull while the rest of the car retains its bright finish. Once the hood finish has become "dead" it is almost impossible to bring back its luster without refinishing it. The dullness is brought about by the action of the engine heat, but is made worse by washing when the hood is hot. In order to protect the hood finish it has been found necessary by some makers to line the hood with asbestos so that the heat cannot work through. The sheet asbestos used for this is comparatively inexpensive.

In spite of the present day standardisation, a number of different sized bolts are used on the motor car. It is often difficult to carry in the tool box bolts of all the sizes that may be required.

One motorist has found that it is handy to thread different sized rods the entire length, say ten or twelve inches. When a bolt is needed it can be cut from the rod and a nut or two be put on the end, making a very satisfactory bolt. These rods can be bent to make U-shaped bolts or any other required shape. Plenty of nuts can be carried right on the rods and the whole be tied in a package that will not rattle around in the tool box.

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C.A.V. CAR LIGHTING & STARTING

is run from one battery and controlled by the touch of a switch. A perfect finish of every particular is characteristic of a C.A.V. set, and gives just that touch of distinction which is indispensable to the owner who takes a genuine interest in the perfect appointment of his Car.

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You can get Fisk Non-Skid—the most effective traction and non-skid tire—at a price Lower than is charged for many plain treads.

You can get Fisk Plain Tread—the perfectly balanced, real long-mileage tire—at a price which sets a new standard for value.

To pay more than Fisk Prices is knowingly to turn down an assured definite saving in tire upkeep.

Inspect our line of Fisk Tires

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EXPERTS DEVISE PERFECT TRUCK FOR ARMY USE

Factories Will Turn Them Out At Rate Of One Hundred Per Day

Washington, D. C.—"This, more than any other war in history, is a war of transportation."

So spoke Newton D. Baker, secretary of war, and it is the opinion of all military experts that he uttered the truth.

Motor trucks may do more to win the war than big cannon or aeroplanes.

At least Secretary Baker is acting on the belief and as a result the war department is today approaching an ideal motor truck. By January 1, it is hoped, these trucks can be turned out of American factories at the rate of 100 a day.

When the war broke out the Society of Automatic Engineers was called upon by the war department and the council of national defense to perfect a truck for army transportation. The Mexican border trouble had shown that the commercial trucks in use by the army were not adequate. A score of the best combustive engine makers of the country, appointed by the Society of Automotive Engineers, were at once put to work by the war department in devising the 'ideal truck" for army uses.

These engineers, who have now been working on a motor truck for approximately two months, declare that they have approached success and that within two months more the United States can turn out motor trucks for all the Allies to meet every demand. Coker F. Clarkson, general manager of the Society of Automotive Engineers, is directing the work.

Standardisation of parts is one of the results of the new motor truck. Allied officers in this country have reported that because of a lack of standardisation in motor trucks in Europe there have been times when more than 50 per cent of the motor trucks behind the lines have been disabled, awaiting parts. Interchangeable standard parts will go away with this inconvenience.

Chandler In Long Run On High Gear

One of the Chandler dealers in Pennsylvania wired the Brady-Murray Motors Corporation, New York, on a Monday: "We have removed first and intermediate gears from Chandler four passenger car, and will arrive at your store in high gear about 2 p.m. tomorrow."

"Cocksure about it, aren't they?" said J. B. Hulett, the president and manager of the Manhattan branch, after reading the telegram. "It's 502 miles from Erie to New York and some going."

The car arrived at Sixty-second street and Broadway at 1.30 instead of 2 o'clock on Tuesday, having covered the 502 miles in high gear in fifteen and a half hours actual running time. Samuel Farmer, the Erie dealer was at the wheel, with Walter Paffenbach at his side.

'Twas Regular Ride

"It was a regular ride, and we found nothing too hard for us," said Farmer. "She's got the power all right."

"But what's the idea?" inquired the surprised Hulett. "This impromptu affair of yours was very sudden. We really haven't anything prepared for our reception."

"Reception? We didn't come for a reception, but only for a good ride. And we'll have to be going very soon for Atlantic City, Philadelphia, Pittsburgh, Cleveland and then back to Erie."

"You can wait long enough to have your picture taken, I suppose?" suggested Hulett.

"Yes, if they'll shoot it quick," replied Farmer.

Some Great Work, This

Then there was an interval during which Farmer told how the mayor of Erie, the president of the board of commerce, and the president of the Motor Club saw him off from in front of the city hall after the city sealer of weights and measures had officially sealed the transmission. The route lay through Westfield, Jamestown and Hornell to Binghamton, 308 miles, and was covered by the Chandler in nine hours. After a night's rest in Binghamton Farmer left for New York at 7 a.m. Tuesday, arriving here at 1.30 p.m.

Among other things, the car climbed 700 feet in eight miles, from Westfield to Mayville and ran into a lot of bad detours between Hornell and Bath, where a flood occurred recently. It found no hill it couldn't climb at eighteen miles an hour or better.

Here's Why The Motor Is Placed In Front

Some of the most obvious things often cannot be explained readily—when the question is put suddenly. Lots of people probably never stop to reason why the automobile engine is put in front of the driver. As a matter of fact, it is easier to push than to pull, but placing the motor underneath the rear seat, or close to it, would throw all weight on the rear axle. Car balance must be preserved, therefore the motor goes in front.

How To Avoid Fire Blowouts

When motor cars were rare tire mileage costs made little difference. But now, when men are buying cars as they would a suit of clothes or a pair of shoes—when our annual car bill is more than a billion dollars, for tires about one-third of a billion—tire economy is a matter of great concern.

About 4,000,000 cars are now registered in this country, wearing 16,000,000 tires. Adding only one mile for each tire to the enormous mileage piled up each day by these cars would save a handsome fortune for the motorists of the country.

A tire expert, in commenting on the various kinds of abuse innocently inflicted upon motor tires, preventing them from attaining their allotted three score and ten, declares that much of this mileage is lost through the fabric breaks caused by hitting stones imbedded in the road.

"So many people are now buying cars who know comparatively little about cars or tires that it is not surprising that merciless abuse is heaped upon them," he says. "Hardly one motorist in a hundred appreciates the terrific strain placed on tires when traveling at high speed over ordinary roads. Your tires may withstand a shock equal to ten tons' weight while running at a speed of twenty-five miles an hour over country roads, and a little later you have a blowout while running over a perfectly smooth street. Something happened. What was it?

"This is what happened: The terrific impact of the tire and the stone imbedded in the road did not visibly affect the exterior of the tire, but on the inside a break in the tire fabric was started. Perhaps only one layer of fabric was injured. The other layers soon followed suit and the blowout resulted.

"It is common practice for car owners to bump front wheels against the curbstone when parking their cars, especially if the brakes do not hold properly. Many drivers make no pretense of slowing up for street car tracks or bridge approaches. There is much fraternising with ruts and stones in the road.

"All of these make for fabric breaks, which rob the tire of many miles that were built into it at the factory. With these points in mind it should be easier for drivers to obviate the losses that come from breaks in the tire fabric."

CADILLAC CARS BREAK KANSAS ROAD RECORDS

Roadster And Touring Car In Government Time Run Set New Speed Marks

A Cadillac Eight roadster and a Cadillac Eight touring car were used between Kansas City and Manhattan, Kans., in the government's recent motor car run, and set new road records between the two points. The object of the Washington authorities was to learn how quickly a message could be sent by relays of motor cars from Washington to San Francisco. The time was less than that taken by fast mail trains.

From Kansas City to Topeka, the Cadillac roadster was driven by Willard McQuistion of the Greenlease Motor Car Company. It was a two-year-old car taken in the day before and made the run without special tuning up. The distance is 83 miles, which was made in 1 hour 39 minutes actual running time, or at an average speed of 50.29 miles per huor. The road is very rough and rocky, and in the first half of the distance has a great many turns.

At Topeka, the government courier stepped from the roadster into a Cadillac touring car, which was off and away without delay. Carrying the driver, Louis Nesbaum, the courier, and two passengers, the run was made at an average speed of 45.1 miles per hour, the time being 1 hour 25 minutes.

These are new records for the distances between the three points, also between Kansas City and Manhattan.

The fastest time of the run was made by the roadster on the 12 miles from Watson into Topeka. At 12 minutes to 10 o'clock, a telephone message from Watson said the car had passed there. Eleven minutes later it pulled up at Cadillac headquarters in Topeka.

Of Interest To Wives Of Autoists

Chenille hats or various sorts are bidding again this season for approval. While not practical sport hats, strictly speaking, they are rather attractive in the early cool days. Perhaps the most popular shapes are the tan, broad brimmed alpine and some of the military models. Most of them are simply trimmed with game bird feathers, ribbon or self-toned scarfs, a few having leather bands or ornaments. Draped turbans made of cloth to match the suit or in sand colored velvet are in favor. Satin hats are worn to match the satin suits, and are generally untrimmed, being dressy enough in themselves without addition.

Khaki, the material of the hour, is being used for tailored suits of sporting type by women who run their own cars on out of town runs. The adapted tench coat is the extra coat and the loose Norfolk jacket is the suit coat. Knickers and leggings add the practical note and make the "getting out and getting under" not a difficult task. With board brimmed khaki hat, the wrist watch on one arm and the compass on the other, she is a decidedly business looking person.

Chauffeurs livery shows but little change from season to season, but there is a new bird's-eye worsted suit for early autumn wear that reveals some change in model. The jacket is a yoked Norfolk, with patch pockets and breast watch pocket. The overcoat, is in the belted model, with the deep inverted side plaits.

The cap is a trifle higher in the crown than those of last season, and, of course, matches the suit in material. The new French goggles, with side gauze screens, are own with the cap. Black dogskin gauntlets are the correct thing to wear with this suit.

Though prices of wool soar in company with those of other commodities, it is well to consider the homemade scarf and its superiority over those one may buy at reasonable price. Color, length and width may suit the taste of the knitter; they are not difficult to do and are bound to cast less than those offered in the shops. The aviator's knitted hood is also in danger of being borrowed for touring wear as the season advances. It is cozy and excellently adapted in shape for this use.

CUT OUT THE SPEED

Give Your Car A Chance To Last Its Full Life

When one is inclined to speed his car unreasonably over rough roads let him consider that the energy of a moving body varies as the square of its velocity. This physical fact and the effect of rough handling on the car can be fully appreciated by the use of a few simple illustrations.

Joseph D. Pates of the King Car Corporation quotes an engineer to make his point clear:

"Double the speed of a projectile and its capacity for delivering a blow is multiplied by four. Triple the speed and the energy is increased nine times. If one bullet has twice the speed of another bullet of similar shape and weight it will penetrate a target four times as deep. If you drop a weight out of a first story window it will develop a certain velocity in its fall, but you will have to drop it out of the fourth story window in order to give it twice the velocity at the time it strikes the ground. If an object falls from a ninth story window it will be travelling when it strikes the ground at a rate of speed only three times as great as if it fell from the first story, but the blow will be nine times as violent. And, similarly, if the speed of a car is increased from ten to thirty miles an hour, each irregularity in the road will strike a blow nine times as violent as before.

"Engineering problems, which are simple when low speed is involved, become enormously difficult when an increased velocity must be reckoned with. This is the reason railroad trains running eighty or ninety miles an hour have not proved a practical success. At such enormous speeds the slightest irregularity in the rails or the wheels of the locomotive or any of the wheels of any of the coaches strikes a sledge hammer blow which is destructive of the strongest construction in train or roadbed.

"While the automobile has the advantage over the locomotive in that its wheels are shod with rubber with which absorbs small shocks and deadens larger ones, it is at a much greater disadvantage with respect to the surface over which it travels. In comparison with the steel rails the average road is literally a series of hills and valleys."

MOTOR CARS CARRY MORE PERSONS THAN RAILROAD TRAINS

American transportation now must look to the motor car as its chief factor. The car has caught up with and passed the railroads in importance as a factor in transportation in this country. In a recent issue the Wall Street Journal declares that motor cars will carry many more passengers than the steam lines this year.

On a basis of 3,000,000 passenger cars in use this year, and an average mileage per car of 6,000, the motor car mileage for 1917 will be 18,000,000,000, assuming an average load of three passengers. The passenger mileage by motor for 1917 will be 54,000,000,000. Railroad traffic now amounts to 35,000,000,000 passenger miles yearly, which is less than the passenger mileage of motor cars, if we assumed an average load of two.

Motor car competition affects chiefly the railroads in the thickly settled Eastern portions of the country, this authority states, the big cities and the recreation regions.

Record Of A Packard Truck

After 4,288 miles over the worst roads in the country, a Packard 1½ ton truck is back in Detroit doing its daily bit in the service of the United States Tire Company.

The truck was bought by the tire company and handed over to Lieut. J. W. O'Mahoney, who saw a great deal of Packard truck service on the border. He had orders to travel to Mexico and back on pneumatic tires.

For the first 15 days out of Detroit it rained torrents. From Terre Haute to St. Louis the truck was forced to plough through 100 miles of mud from a foot to two feet deep. After the mud came 243 miles of rocky roads through the Ozarks. Then the hot, blistering sands of the Texas deserts.

The truck did a great work for good roads. It crashed through a score or more of weak bridges, all of which had to be rebuilt or strengthened so they would bear a heavy load. Crossing the Canadian river, the truck barely escaped being swallowed by the quicksands.

Yet despite all the difficulties encountered, the truck made San Antonio without breaking a vital part. The truck averaged 57 miles a day on the way down and 98 miles daily on the return journey, due to the improved road conditions.

Going south the truck carried a load of 2¾ tons, but on the way home carried only a capacity load. On the return journey the truck averaged 8.50 miles to the gallon of gasoline. In the Texas deserts its lowest gasoline mileage was 5.36 and its best, 8.58 miles to the gallon. On a fine road from Bowling Green Ky. to Louisville it made a record of 11.7 miles to the gallon.

Willys-Overland Motor Cars

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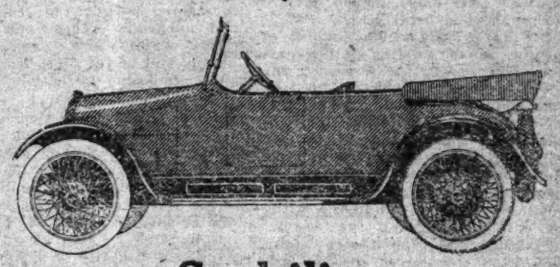
Electric Starter

Overland
"Country Club"



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Willys-Overland motor cars are built and sold under

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—*one* purchasing department,
—*one* sales department,
—*one* group of dealers.

They represent the most comprehensive range of models ever built by any one motor car producer.

There is an Overland or a Willys-Knight car for every class of buyer.

No matter which you select—a Big Four, a Light Four or a Willys-Knight—it is the dominant value in its class, for it has shared in the economies of Overland greatness and stability. Come in and see these cars today.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
3-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Light Four-Cylinder Overland
5-Passenger Touring Car
2-Passenger Roadster
4-Passenger "Country Club"

Light Six-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
5-Passenger Touring Sedan

Willys-Knight Models
7-Passenger, Four-Cylinder Touring Car
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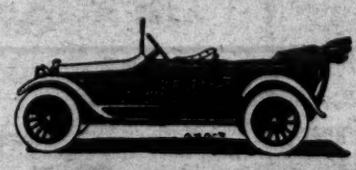

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What Is The Correct Thing In Motor Car Bodies To Be?

What will be the shape of the modern car five or ten years from now? Will it be a short, lowdown, heavily built car, or a long, slim lightly constructed affair? What will the upholsering be like, and what conveniences, not now enjoyed, will the car of 1925 have?

As one inspects, and rides in the beautiful, convenient automobiles of today—the last word in construction, the dealers call it—it seems difficult to imagine anything better, or more comfortable. But as history has a way of repeating itself, and it is a fact that no invention, of any period, has ever reached a stage where advancement stopped, it seems safe to predict many changes will be made in the cars of the future.

Go Forward Rapidly

Body construction, which now is attracting almost as much attention as the motor itself, will probably go forward rapidly. As a matter of fact it is going forward rapidly now, and today one may order a special body for the chassis of his car, just as he would order a suit of clothes made to his measure.

It's a case of consult the body-building expert, tell him what you want, have him explain how certain things can be accomplished, and what they will cost, and within a week or two you may have the satisfaction of riding in a car designed by yourself.

You can have any color, or shade, you desire. If you want to match the color of your wife's eyes, or her hair, or her stockings, the body builder will oblige—at so much per oblige.

To Suit All Sizes

If you are fat, you can have a wide, deep seat built. If you are tall and skinny, you can have your car arranged so your knees won't rub against the "sideboards or end-gate." If you want a dog house on the running board, fancy curtains, pneumatic cushions, an ice box or a concealed pocket for a case of beer, the body builder will stand at attention and take your order.

If you have a scheme for converting your machine into a camping outfit you can have a variety of jobs done. The body builder will attach anything you want attached, yank out any part of the body you desire removed, divide and subdivide the space that is left and fill it with the paraphernalia you desire. You may add a cupboard, a stove, a baby jumper, hammock, or a small drug store, and the body builder will see that it is done, and done right.

No Monopoly Here

Special body construction is becoming a business, and a big business at that. The manufacturer of automobiles cannot compete with the special body builder, because you can personally see the latter and have him build according to your specifications, but the former is in a distant state and he has enough to do to turn out thousands of cars a month of two or three styles without catering to your individual taste.

This is where the body builder comes in. His work is like that of the dressmaker or the tailor. He carries out our ideas of construction and makes suggestions if you want something new and do not know just what you want.

If you want a light blue body his painter will see to it. If you want gold trimmings, or silver, or purple plush upholstering, or cushions lined or trimmed, with mink skins, all you have to do is to say the word. The special body builder is on the job, and he's going to stay there, and there's going to be "more of him."

Here's A New One—Motorist's Eye

"We may now add one more name to the long list of vocational—or avocational—diseases. The newcomer is motorist's eye. And it is common enough to be admitted to full membership in that unpleasant coterie which includes housemaid's knee, smoker's throat, movie-goer's squint and infielder's knuckle," writes Dr. William G. Beek in Motor Life.

"Every motorist has probably railed many a time at Providence for being careless enough to endow the eye with such magnetic properties that it will attract every loose particle of dust along the road. I venture to say, however, that 75 per cent of these motorists are content with railing at Providence, instead of taking part of the blame for neglecting the two obvious and simple precautions for warding off the ailment, viz.—goggles and eye wash.

Dust Is Dangerous

"If I were influential in the government, I should have a bill passed requiring every owner of a car to fix an enamel plate on the instrument board with the words "goggles" and "eye wash" prominently displayed in red and white. Also I would have every motorist, whether driver or passenger, fined for motoring without goggles. It would be a kindness.

"When you run, bare-eyed, into a cloud of dust, it is dangerous, not alone to you but to every one else on the road near you. For you are temporarily blinded, and, even though you shut your eyes for but an instant, that instant is long enough for almost anything to happen, running into another car, for instance, or driving into the ditch, or a wall, or a telegraph pole.

"Quite apart from the likelihood of accident, however, is the danger of permanent injury to the eyes. It is unnecessary for me to dilate on the tenderness and sensitiveness of these organs. You probably know all about that from painful experience. But the fact that you have on various occasions harbored parts of the landscape in your eyes with no more serious result than a momentary pain, discomfort and annoyance may have minimised in your mind the really serious nature of the trouble.

"As an illustration of what may happen to you at any time, let me cite the case of a man who came to me a few months ago. He had an inflamed eye. It seems that the day before, while motoring (without goggles) a grain of sand had blown into his eye. Some one in a garage had attempted to remove it for him and apparently succeeded. But the following day his eye was more painful than ever.

"On examination I found the foreign body deeply imbedded in the eyeball and discovered signs of infection. After many treatments and consultations with other medical men, we were finally obliged to remove the man's eye, because the infection had been forced inside beyond the reach of medical aid.

Lodges In Eyeball

"I cite this case in order to emphasise the great importance of using care in removing alien substances from the eyes. Don't try to remove things with your fingers. Don't rub your eyes. Don't put your gloved hands near your eyes—gloves are almost always dirty.

"If you have nothing else, use the corner of a clean handkerchief. Or, better still, carry a little bottle of eye wash with you, together with a medicine dropper and some absorbent cotton.

"Here is a good eye wash that any druggist will put up for you:

Biborate of soda .....5 grains
Boric acid ..... 5 grains
One ounce distilled water.

Three or four drops in outer corner of the eye.

"Keep a bottle of it in your car. Perhaps you will never need it on the road, but have it there in case you might.

Acetylene Gas Goes Aviating

Increasing demand for lump carbide and liquid acetone for use in the manufacture of explosives for military purposes is the reason given by a local firm for the unusual climb in prices for acetylene gas. The prices of recharging motorcycle tanks have been advanced from $1 to $4, according to the size of the tanks.

According to figures given out by the Acetylene Light and Agency Company, Hustace and South streets, this afternoon, carbide in lumps has been jumped from $85 per ton to the present price of $120 per ton. Within the past five months the prices have been advanced once. Acetone, a liquid used in the manufacture of acetylene gas, formerly sold for 23 cents a pound. The present price is $1.25 a pound. The wholesalers believe that there will be another raise in prices before long.

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A WORD ON TYRE SIZES

WHEN your tyres are undersized for the weight of your car and its occupant, you *must* use an excessively high air-pressure to keep off the earth more than the proper 14 per cent. of Tyre Cross Section Diameter. That, in a nutshell, is the case against under-size tyres. *All* Goodrich Tyres are full-sized—i.e., up to size as specified by the car maker. Full-sized tyres permit a lower air pressure. This reduces vibration and lengthens the life of the car. They give a greater mileage and make motoring much more comfortable. Goodrich full-size tyres cost no more than ordinary under-size tyres. You pay for full-size tyres —see that your get them.

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Health Beauty And The Home

Training the Body in Beauty's Ways

By Lina Cavalieri

the Most Famous Living Beauty.

NO longer is the intelligent but pale, angular, flat-chested young woman of Herbert Spencer's day, the type that is admired by men. To be considered beautiful to-day a woman must be harmoniously developed both physically and mentally. Many women cultivate their minds but shamefully neglect their bodies.

For such women a course in body-building is essential. By judicious exercises and by massage can be brought about a perfect adjustment of the physical system to the mental. But we are creatures of habit and training. We cannot take a spasmodic course of exercises and then forget them, if we expect to secure any appreciable results.

To develop a beautiful throat and chest, for example, a woman must take some kind of arm and shoulder exercises every day. As a further aid in this beautifying development a gentle massage will work wonders in assisting Nature to do her part. To do this effectively it would be well to stand before a mirror. Thus you can study the free play of the muscles and correct any tendency to awkwardness.

Fifteen minutes every day spent in rigorous physical exercises in the privacy of her own room; then a four or five mile walk daily, if possible, will be found a most powerful ally for a woman's beauty. The familiar "setting up exercises" which give muscular control and induce correct breathing are invaluable in developing a symmetrical form. In this way a woman will greatly enhance her natural grace and acquire an inimitable poise of manner and figure.

That woman who possesses a lithe and supple body, whose muscles are well trained and whose breathing is under perfect control, has learned the first law of symmetry and harmony. To look at her is an inspiration, to know her an incentive and to love her is to bid farewell forever to inertia and stagnation.

"Massage is a wonderful aid to the beauty of the throat and chest."

Especially Posed by MISS DOROTHY KLEWER at CAMPBELL STUDIO

Science in the Home

By Prof. Lawrence Hodges

Head of the Citadel Laboratory of Physics.

WHY does a white light look red when seen through smoke or mist?—K.

Particles in the air catch and reflect short waves of light and let only the long, or red, waves be transmitted. The redness of the sun at rise and set is due to the light having to come through a much greater distance of misty or dusty air than usual.

IS cold water as good as hot water to shave with?—E. W.

Hot water opens the pores temporarily and thus allows a slightly thicker film of lather to stick on. It also softens the beard more than cold water and probably makes a richer lather. If a razor be placed for a few moments in hot water just before using it will shave better.

HOW can I keep bureau drawers from sticking?—W. D.

Get some paraffin such as is used for ironing. Melt this and apply with a brush to the runners and grooves. This will not only serve as a perpetual lubricant for the drawers, but will prevent dampness from getting hold. It has proven very satisfactory in many cases.

MY new nitrogen mazda lamp is cracked. What probably caused it?—M. N.

These new lamps get very hot and require that the air in contact with them on the outside be renewed frequently, a condition of affairs well attained automatically if the lamp is hung without a shade. Your shade was probably one that kept the heated air in a pocket at the top which caused the damage. If you get a ventilated shade (which means one with an outlet for the air at the apex) you should have no further trouble.

WHAT makes a gas stove pop back?—W. H.

The gas which is mixed with air before it gets to the burners forms an explosive mixture. The action of such a mixture in burning quietly and at one spot depends upon two things: How fast explosion takes place from layer to layer, called the speed of explosion, and how fast the mixture is forced out by pressure. It is obvious that if the mixture is forced out as fast as the explosion runs back, the actual point of burning will stay in one place; that is, at the burner. The stove pops back generally just as you have turned on the gas and ignited it. Therefore, your gas running through the air in the piece of pipe to the burner has not had time to get this air in motion—and so the speed of explosion runs the point of ignition backwards to where the gas comes out as gas. It can go no further than this, for the gas will not burn unless it is mixed with air. It is possible also that the air hole lets in too much air for the gas pressure. So if the jet continues to pop back, either close this hole further, or put your hand over it and let the gas run a few seconds before you ignite it. The burner localizes the ignition point between certain limits by being a good conductor of heat.

PLEASE recommend a good toilet soap for my skin. It is very oily.—M. A. H.

If you will take the following formula to a reliable chemist and have him prepare this soap for you, I am sure you will be highly pleased with the results:

White Castile soap	300 grams
Spermaceti	20 grams
Oxgall	10 grams
Honey	20 grams
Essence of rosemary	10 grams
Essential oil of oranges	15 grams
Oil of lemon	20 grams
Alcohol	15 grams
Attar of roses	2 drops

MY eyelashes have grown quite faded and streaked in color. What can I do to restore them to the right shade?—TRIXIE.

There is an old remedy that the Spanish senoritas claim is infallible for this trouble. But great care must be taken in its preparation, and it is usually better to mix your own ingredients, as follows:

Water	300 grams
Sulphate of iron	10 grams
Gall nuts	50 grams

Boil the nuts in water for half an hour. Strain through a fine piece of muslin or cheese-cloth. Add the sulphate of iron. Boil again until the quantity of the liquor is reduced one-third. Apply at the root of the eyelashes, being particularly careful not to let any of the mixture touch the eye. Use a sable pencil to apply it. This formula is also good for the eyebrows.

MY hair is in an extremely unsatisfactory condition. It is coming out and what remains is turning gray. Will you tell me what to do for it?

AGNES B.

You must look after your general health with especial care. After this keep the scalp cool, clean and moist. Olive oil is good for moistening the scalp if it is inclined to dryness. Then apply a good hair tonic frequently and do what you can to encourage a new growth of hair. The following has been successfully used for many years:

Glycerine	2 ounces
Alcohol	1 pint
Sulphate of quinine	1 dram
Oil of cloves	½ dram
Oil of lemon	4 drams
Oil of bergamot	1 dram

HOW can I whiten my hands and neck? They are looking brown and leathery. RUTH G.

This whitener is an especially effective one if applied night and morning for several weeks:

Tincture of benzoin	½ ounce
Tincture of camphor	1 ounce
Cologne water	2 ounces

The Doctor Says

By Brice Belden M.D.

The Well-Known Physician and Writer.

IS there any remedy for freckles?—M. E. R.

Freckles can be removed, but they always return. One of the best remedies is this:

Bichloride of mercury	2 grains
Alcohol	2 ounces
Water	2 ounces

Apply twice daily.

I SUFFER from weakness excessive nervousness, almost uncontrollable tremor, sensations of internal shaking and fluttering, and excessive perspiration of the palms. I am a married woman of thirty and have been this way for six years. What is your opinion?—A. M. S.

Thesymptoms described by you suggest strongly excessive activity of the thyroid gland, a condition known as hyperthydroidism. In its most severe form the disease known as exophthalmic goitre supervenes. You probably are suffering from the former trouble. If exophthalmic goitre were permanent you would have very rapid heart action and a peculiar prominence of eyeballs. You need rest, freedom from excitement, a generous but readily digestible diet and nerve sedatives. A definite diagnosis should be made first of all.

WHAT is the cause of night sweats in a girl of eight years of age? She has had them since the age of of four.—L. S.

The child should be examined for possible tuberculosis. General or nervous debility may cause the sweating. General hygienic measures are called for: fresh air day and night, avoidance of woolen garments next the skin, sleeping upon a moderate hard hair mattress in a cotton nightgown with not too heavy bed clothing, sponging with vinegar, a light meal in the evening, no sweet, correction of constipation and dental defects, removal of adenoids or diseased tonsils if present, and outdoor play. Give her the following medicine:

Elixir of the Hypophosphites with Iron (National Formulary)	4 ounces

One teaspoonful after meals, in water.

WILL you kindly advise me what to do for excessive perspiration of the hands and feet? While not especially nervous I am not in good general condition.—A. S.

Use this lotion on the hands and feet:

Solution of Formaldehyd (U. S. P.)	4 ounces

Dissolve one tablespoonful in a quart of water and use externally as a lotion.

Drugs like agaricin and picrotoxin are very effective in checking excessive perspiration, but they must be taken under the direction of a physician. Cold bathing will aid greatly in toning up your sympathic nervous system, which is at fault. Internally take the following:

Elixir of the Glycerophosphates (N. F.)	4 ounces

One teaspoonful after meals, in water.

WILL you kindly suggest some remedies for insomnia?—L. K.

If due to mental effort, avoid brain activity during the evening. If the feet are cold induce sleep by a hot footbath or a hot-water bag. The lessening of brain congestion thus effected can be enhanced by applying cold to the head. A general hot bath will usually produce sleep far better than drugs, and drugs only palliate. If your life is sedentary, active exercise late in the afternoon is advisable, together with a cold dip in the morning to improve the circulatory tone and brace up the sympathetic nervous system. The last meal of the day should be light and easily digested. If you awake during the night and cannot get to sleep a cracker and a glass of milk will often enable you to drop off again. When sleeplessness is due to acidity of the stomach half a teaspoonful of bicarbonate of soda will correct it. Avoid tea and coffee.

Some New Recipes Highly Recommended by Famous Chefs

CORNMEAL PORRIDGE.

1 cup cornmeal 3 cups of water, or
1 teaspoonful salt 4 cups of milk, or milk and water.

PUT all the ingredients into a double boiler and cook for four hours. This can also be prepared in a fireless cooker with advantage. After bringing the porridge to a boiling point place the vessel in the cooker and leave for five to ten hours. For the above quantity at least four and one-half cups of water or milk and water should be used.

FRIED CORNMEAL PORRIDGE.

MIX cornmeal in three times its volume of water, but cook it in water only long enough to form a mush, and complete the cooking by frying the meal in butter or fat. This is not so stiff as the ordinary fried meal porridge, and has the advantage of requiring a shorter time for its preparation, the temperature of fat suitable for frying being far greater than that of boiling water.

CREAMY CORNMEAL.

WHITE cornmeal cooked in buttermilk makes a dish that resembles cottage cheese in flavor. It may be eaten hot, but is especially palatable when served very cold with milk. It can be moulded in cups for this purpose. In making it, allow one part of cornmeal to six parts of buttermilk and one teaspoonful of salt to each cup of meal.

CORNMEAL AND PORK.

One pound lean pork, part meat and part bone. One cup corn meal. One-half teaspoon powdered sage. One teaspoonful salt. Water as required

COOK the pork in water until the meat can be easily removed from the bone. Remove the meat. Cool the broth and remove the fat. Reduce the broth to about a quart or add water enough to bring it up to this amount, and cook the cornmeal in it, add the meat finely chopped and the seasonings. Place in moulds to set. Cut into slices and fry. Salt beef may be used in the same way.

BAKED RICE AND CHEESE.

THREE cups boiled rice, ½ pound cheese; 1 cup milk, ½ teaspoonful salt, 2 tablespoons flour.

Make sauce by thickening milk with flour. Add cheese, stirring until it is melted. Arrange layers of rice and sauce in baking dish, cover with crumbs and bake until brown. In food value this dish takes the place of both meat and potatoes.

AMERICAN CORN BREAD.

One egg, half cupful of sugar, one cupful of cornmeal, one cup of milk, one tablespoonful melted butter or dripping, one tablespoonful of salt, one tablespoonful of Royal baking powder.

MIX ingredients and salt; beat the eggs; add to the milk and mix all together; beat well and add the baking powder last. Then cook in a quick oven for 20 to 30 minutes. Serve hot and buttered.

CORN MEAL MUFFINS.

Half cup corn meal, one cup flour, three teaspoons baking powder, two tablespoons sugar, one tablespoonful melted butter, one teaspoonful salt, three-quarters cup milk, one egg.

MIX and sift the dry ingredients; add the milk gradually, the egg, well beaten, and the melted butter; bake in a hot oven in buttered pan 25 minutes.

CORN MEAL PANCAKES.

Two cups flour, half cup corn meal, one and a half tablespoons baking powder, one and a half teaspoons salt, one-third cup sugar, one and a half cups boiling water, one and a half cups milk, one egg.

ADD the meal to boiling water and boil 5 minutes, turn into bowl, add the milk and the remaining dry ingredients mixed and sifted, then the egg, well beaten, and the butter. Cook on a greased griddle.

BEANS AND OTHER LEGUMES.

BEANS and other plants of the legume family are of especial importance because they furnish the body with all the material needful for the development and repair of tissue. They help to keep the body in good running order and are considerably cheaper than many other protein foods. In addition to the energy-giving substances which they contain in large proportions, legumes are a valuable source of potassium, phosphorus, iron and calcum. Like milk, fruits and vegetables in general legumes, with the exception of peanuts and lentils belong to the group of foods needed in the diet for the purpose of preventing an excess of acid in the system; a condition that might arise from a too exclusive use of meat, eggs and cereals.

Next to rice one of the most valuable articles of diet is legumes. Ten cents spent for dried legumes will obtain from two to three times as much protein as if spent for meat at an average price.

Many experiments have been tried with legumes, and they have proved that more of the protein of the legumes is utilized when they form part of a mixed diet and are partaken of moderately, than when they are eaten alone day after day. It is much wiser, therefore, not to make them the sole article of diet in a meal. But when combined with other foods, such as green vegetables and fruits, they are surprisingly effective. Three points, however, must be observed if the housekeeper wishes to secure the greatest utilization of the protein in any variety of dried legumes: (1) If possible the skins must be removed (otherwise this may cause the formation of gas in the intestines); (2) Thorough cooking in soft water, to which a small amount of soda has been added, and (3) their moderate use in combination with other foods in a meal.

BAKED CRACKERS AND CHEESE.

NINE or 10 butter crackers or soda crackers, 2 cupfuls of hot milk, whole or skimmed, 1 cupful of grated cheese, ¼ teaspoonful of salt.

This is more quickly prepared than the preceding recipe, but as the milk is likely to curdle, it has not so good a consistency.

Soak the crackers in the milk; place them in a buttered baking dish in alternate layers with the cheese; pour the remaining milk over them and bake. This dish may be covered with buttered crumbs.

CHEESE CUSTARD.

ONE cupful of grated cheese, ½ cupful of cream or rich milk, yolks of 2 eggs, a speck of salt and of paprika. Mix the cream and the cheese and heat until the cheese is melted. Remove from the fire and add the yolks of the eggs. Bake in paper cases or buttered ramekins. Serve with jelly or preserves.

PUMPKIN FRITTERS

BEAT up one egg until light, add one-half cupful of milk, one heaping teaspoonful of salt, a few grains of red pepper, sift in one cupful of flour, add one tablespoonful of olive oil and one cupful of stewed pumpkin. Mix until smooth and glossy and drop by spoonfuls into smoking-hot fat. Fry for eight minutes or until a golden color, drain on white paper and serve hot.

SCALLOPED BEEF OR HAM.

CHIP cold boiled ham or beef or a mixture of the two. Fry in drippings to a nice brown. Make a gravy as follows: Into one cupful of rich, sweet milk carefully rub two tablespoonfuls of flour, salt and pepper to suit the taste. Pour this over the meat while it is still in the skillet. Add boiling water till it is of the right consistency, stirring constantly.

BEET AND APPLE SALAD.

WASH two nice beets, put them into boiling water and simmer until tender. Let them cool, and then peel and cut into cubes. Peel and core two good-sized apples and cut also into tubes, and mix with the beet root, pour vinegar over.

FREEZING ICE CREAM QUICKLY

PACK an ice cream freezer as usual with ice and salt, but before it is ready to turn, pour in a quart of cold water. Be careful to see that the water does not rise high enough to get into the cream. In this way cream will freeze in half the time usually required.

ICE CREAM IN CALLA LILIES.

FOR an Easter luncheon remove the stamens of the calla lily and serve the ice cream in these lily cups, leaving a few inches of stem and a small leaf for each. These should be served on plates.

I HAVE a number of hard spots on my arms and body, some large and some small, which appear to be increasing in number and size. Am 29 years of age.—R. G.

The growths in question may be simple fatty tumors, but there is a possibility of something more serious. You should have them carefully examined at once by a physician, since sarcoma must be excluded. Sarcoma would be a matter of vital importance. Take no chances in such circumstances, but have the point determined. Other possibilities, less serious than fatty tumors, are soleroderma and morphea, both diseases characterized by hard lumps in the skin.

WILL you advise me what to do for liver spots on the face?—C. W.

Apply ammoniated mercury once daily to the spots. This should clear up your chloasma, as the affection is called.

WILL you kindly describe what the skin disease lichen planus looks like, its course and the treatment?—W. S.

There is an eruption on the extremities of small, red, flat papules that tend to spread, and, by fusion, form dull-red, irregular patches, angular in outline. The papules at first have a smooth and shiny appearance but later are slightly scaly. There is some itching. As the old papules disappear new ones take their place. The old papules turn brown while the new crop is springing up around them, producing something of the effect of a dark stone set in pearls. This is an essentially chronic disease. Each crop lasts a few weeks and leaves stains, which later become white, like scars. The disease may remain limited to particular parts for a year or two, but in the course of time it may invade nearly the whole surface of the skin. The treatment can be carried out only under the direct supervision of the physician, since it includes the use of arsenic and mercury internally. Some cases have been cured by the X-ray.